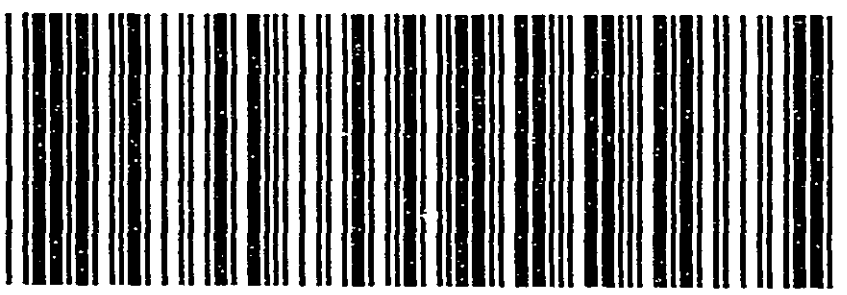
AWM52
Australian Military Forces, Army headquarters,
formation and unit diaries, 1939-1945

1/5/1
DIVISIONS

1 Australian Division
General Staff Branch (1 Aust Div GS Branch)

May-June1942



1/5/1-004+

WAR DIARY

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

Unit 1 AUST DIV. *Date and Time.—From* 0001 Hrs MAY 1 *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	MAY 1 1942	1000	No change in Disposns.	
		1155	Information recd from 2 Aust Corps advising 48 Bn transferred from VICTORIA to come under command 5 Bde.No move before MAY1 Further details later.	
		1540	~~Infm recd Rd M R Liverpool 878085 to M R SYDNEY 001080 closed~~ to civilian traffic.	
			Monthly return of Equipment recd from F D C, 28 Bde ,A A S C .	
BURWOOD	MAY 2 1942		R A A, R A E , Sigs, 9, 28, 31,Bdes.,A A S C, A D O S, A D M S all asked to forward a monthly return on the Cp Efficiency of H Q Bde Gps and Sub Units.	
		1030	30 Bn A Coy now at M R SYDNEY 265275 . 7 Pl M R 264275. 8 Pl M R 269274 . 9 Pl M R 269267.	
			Screed recd on the retirement of all ranks over age or unfit for service.	
BURWOOD	MAY 3/42	1000	No change in dispositions.	
			Recd infm that rd PICTON-THE OAKS BRIDGE Ref CAMDEN 282801 has been closed for repairs .Detour via THIRLMERE Ref 570750.	
		1805	Message recd from 2 AUST CORPS giving the details of the proposed visit of G O C in C (Gen. BLAMEY)	
BURWOOD	MAY 4/42	1000	Disposns altered as follows,54 Bn B Coy Now at M R SYDNEY 243062. C Coy now at 254066 .D Coy now at 265134.	
			F D C advised that MALABAR Bty would be proof shooting during the morning. Fwd tps advised.	
			Intelligence Report recd from 8 Bde.	
			List of Rd Blocks completed and charged to date recd from 8 Bde	

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

WAR DIARY

Army Form C.2118
(adapted.)

Unit 1 AUST DIV *Date and Time.—From* 0001 hrs MAY 5/42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	MAY 5/42	1000	No change in Disposns.	
		1030	Infm recd from GARDEN advising that gun trials will be carried out by Norwegian ship LIDVARD between 1600 and 1800 hrs today	
			F D C rang to advise that BANKS Bty will carry out firing (Tps advised) ~~during the afternoon (Tps advised)~~	
		1730	Message recd from 7 Grn Bn advising street fighting exercise will be carried out in the NARRABEEN area at 0430-0630 hrs on Thursday 7 MAY. Flares will be used.	
			Weekly Int Report recd from 28 Bde.	
			" " " " " 5 Bde.	
			1 AUST DIV Weekly Int Report issued .	
BURWOOD	MAY 6/42	1000	Dispositions no change.	
			5 Bde H Q carrying out exercise movement of Bde H Q for 24 hrs ~~Closing rear H Q 0830 hrs~~	
			Censorship Instn S 3226 distributed	
		1110	Message recd advising WESTRALIA will be firing off the Heads ~~this afternoon and this evening .Using star shells tonight,~~ (Fwd tps advised)	
		1110	F D C advised that BANKS Bty will be firing 3 pndrs at 1400 hrs today	

D.3153/1.39.—C.4783

WAR DIARY

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C.2118
(adapted.)

(Erase heading not required).

Unit 1 AUST DIV *Date and Time.—From* 1110 hrs MAY 6/42 *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	MAY 6/42	1600	I AUST DIV TNG SCHOOL advised that they will be firing with ~~live mortar and Bren gun amn at LONG REEF on MAY 11 at 0900 hrs~~.	
BURWOOD	MAY 7/42	1000	No change in dispositions.	
			7 Gr Bn advised street fighting exercise successfully carried out.	
			F D C Will be carrying out tests at BROOKLYN 1945-2045 hrs today (Advised fwd tps) Recd advice by phone.	
			Recd infm from 9 VDC that in future they will be carrying out ~~signalling from DOVER HEIGHTS - ROSE BAY Public School~~ and vicinity WOOLLAHRA GOLF LINKS every Thursday night. Also from Cricket Ground BRIGHTON to CENTENIAL PARK every Saturday night. Hours from 2000 to 2200 hrs. (Advised Tps interested.) By letter.	
666			~~Recd infm that DUTCH ship DANTAM will carry out gun trials and~~ paravane trials between 1000 and 1200 hrs FRIDAY 8 MAY off PORT JACKSON (Advised tps concerned)	
BURWOOD	MAY 8/42	1000	No change in dispositions.	
		1030	Infm recd that R A A F launch will be leaving LAKE MACQUARIE for SYDNEY today. Leaving 0830 hrs. Carries Air Force flag for recognition.	
			"KONGSDAL"	
		1245	Norwegian tanker will be carrying out firing practise off the heads between 0930 and 1030 hrs 9/5.	
			~~DUTCH ship "JAPARA" will be carrying out firing practise off~~ the heads between 1400 and 1530 hrs 9/5. (Tps concerned advised)	

D.M.S./1.50.—C.4783.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

WAR DIARY Army Form C.2118 (adapted.)

Unit 1 AUST DIV *Date and Time.—From* 1245 hrs MAY 8/42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	8 MAY 42		Recd 2 AUST CORPS schedule containing particulars of Boat Depots ~~on Coast of N S W as f~~ on coast of NSW as furnished by NSW L of C Area on MAY 3.	H.
BURWOOD	9 MAY 42	1000	No change dispositions.	
			Recd infm AASC will hold a mock battle M R SYDNEY 143276 at dawn 10 MAY.(Tps in area advised)Flares and blank amn.	
			Conference for O.C. Postal Unit at GPO SYDNEY (Base) 1030 hrs MAY 11.	
		1305	Instn to 8,5,and 28 Bdes to hold one key of road block chambers at H Q and leave one with Guard. (By message)	
			Copy of First Army Training Inst. No.1 recd from 2 AUST CORPS	
			Army Field Censorship Inst.No 28 recd from AHQ was sent to all Units.	See attd copy. H.
			Int. Inst. No 1 concerning breeches of National Security Regs (Photography) was forwarded to all Units.	See attd copy. ✓ Appx No 1. H.
			I AUST DIV Int Summary No21 for week ending 8 MAY was sent out to all units.	See attd copy. ✓ H Appx No 2. H.
BURWOOD	10 MAY/42	1000	No change in dispositions,except 5 Bde 54 Bn C Coy from M R 116953 to M R 147004.	Attd is copy of letter to 2 Aust Corps re closing of Tom Thumb Lagoon. Appx. No 3. H.
			Usual shipping and aircraft movements.	H.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

WAR DIARY

Army Form C.2118
(adapted.)

Unit 1 Aust Div *Date and Time.—From* 0001hrs 11May *To* 1530 12 May.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
Burwood	11 May 42	1000	Dispositions No change.	
		1710	Infm recd that GOC in C will broadcast an address over all stns on Wed 13 May from 1845 to 1900 hrs.	
		2000	Infm recd that Gen Blamey will([redacted]) arrive at 1 Aust Div HQ 1230 hrs for lunch . Desires to see officers and see the defence plan.	
		2100	48 Bn will come under Comd 2 Div forthwith . To be allotted to the 5 Bde.	J.F.
Burwood	12 May 42	0930	Dispositions no change.	
		1110	Recd infm from Gen Northcott re defence of coastal areas. First coast watchers forward and dets of Grn Bns in vulnerable areas. Second AMF units concentrated in rear ready for mobile action . Tng to proceed in mobile ops.	
		1115	All fwd tps advised of tng flight of RAAF planes over fwd areas	
		1515	Recd from 2 Aust Corps insts that all sitreps in future were to be in by 1400 hrs with infm up to 1200 hrs.	
		1530	Infm recd that 48 Bn had moved from Victoria to Narellan.	
			Copies of First Aust Army Tng Instn were fwd to 5 8 and 28 Bdes . 7 Regt and 104 A/Tk only owing to shortage of copies. 2 Aust Corps has been asked for further copies.	
		1450	LDC meeting held at 1 Aust Div HQ.	See attd copy . J.F. Appx. No 4. J.F.

D.3152/5.39.—C 4793.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 AUST DIV Date and Time.—From 0001 hrs 13 MAY 42 To

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	13 MAY 42	0400	CRP TURRIMETTA reports what appears to be flashes of gunfire on the horizon. (Later turned out to be lightning.)	
		0900	No change in dispositions.	
		0930	Recd infm that 26 Fd Bty will be carrying out Lucas Lamp signalling in rear of their posn from 1800 to 1900 hrs.	
		1300	2 AUST CORPS adv H Q opens CAMDEN at 0930 hrs today. Rear HQ remains at present location until 0930/14.	
		1900	G O C conference to be held at CORPS 1400 hrs MONDAY 18 MAY. Div to notify major items to be raised, by 15 May.	
			Tug JARATAH left NEWCASTLE with dredge this morning for BROKEN BAY. XETA approx 1700 hrs; following identification signals- red over white at night(lights) .Will leave tomorrow for BOTANY BAY.	

D.M.S./3.39.—C.4743.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

WAR DIARY Army Form C.2118 (adapted.)

Unit 1 AUST DIV. *Date and Time.—From* 000L 14 MAY 42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	14 MAY	1000	No change in dispositions.	
			5 Inf Bde carried out as exercise a Bde H Q move. Moved from the rear H Q at 0100 hrs to the fwd H Q . [redacted] All traffic was sent to the rear H Q .	
			Later 5 Bde H Q advised that they had arrived back at rear H Q at 0215 hrs	
			Units were advised that 8 Fd Coy will conduct a practice shoot at LONG REEF Range between 1000 and 1100 hrs 15 MAY.	
			Units advised that 26 Fd Bty Sigs will carry out signalling with LUCAS Lamp between 1800 and 1930 hrs 14/5.	
			Signalling completed at 1930 hrs 14/5.	H.
~~BURWOOD~~ BURWOOD.	15 MAY 42	1000	No change in dispositions.	
		1230	Infm recd that aux merchant cruiser will do R D F calibration trials between NEWCASTLE and WOLLONGONG from 1600 hrs 16/5. Aircraft and 2 small boats will cooperate	I
		2213	Infm recd that an enemy sub was shelling a vessel off NEWCASTLE (about 40 miles). Fwd troops advised.	
			DAAG advised all concerned that the Recce party vide 1 AUST DIV standing orders will carry out recce 17 MAY ref 1 AUST DIV move.	
			Int Summary for week ending 15 May issued No 27	See and copy Appx No 5. H.
		2220	All CRP's advised to exercise special care in reporting next 24 hours.	H.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 AUST DIV ..... *Date and Time.—From* 0001 16 MAY 42 ... *To* ....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	16 May	1000	No change in dispositions.	
		1127	Instns sent to 5 Bde I Sec. that Bn codes within units were not to be used outside units without first notifying.	
		1400	Recd film from 56 Bn taken from Mrs Press No8 Flat Shangri-la Flats Campbell Pde Bondi. Sent same on to 2 AUST CORPS .	
		0955	SIGNAL HILL carried out A/A practice for 2 hours this morning from 1000 to1200 hrs.	
		1106	Infm from GARDEN says the Vessel shelled off NEWCASTLE was the Russian vessel WELLEN. Some damage by gunfire . Some casualties . Vessel not yet in port.	
		1110	Infm recd from RICHMOND says the WELLEN is lying outside NEWCASTLE . Casualties only minor.	
			Recd from 2 AUST CORPS OP. INST NO.2 .Ref map NSW Tourist Eastern Section.	
BURWOOD.	17 May	0855	X 5 Inf Bde. 56 Bn D Coy moved from 274133 to 271131	
		2127	Message instructing destruction of XXX Al Indicator.	
			Recd Eng Works Rept from CRE. 1 Aust Div. Weekending 14/5/42	
			Recd Weekly Rept Intelligence from 5 Inf Bde.	
			Recd the Movement Inst from L of C ref the 14 Inf Bde by omnibus.	

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

WAR DIARY

Army Form C.2118 (adapted.)

Unit 1 AUST DIV. *Date and Time.—From* 0001 18 May 42 *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	18 May 42	1000	No change in dispositions.	
		1100 to 1200	F D C carried out a L M G practice.	
		2102	Recd film taken from Miss M Grant 10 Young St WOLLONGONG. Photos taken at Stuart Park .	
			2 Air Support Control re odwarning order from 2 Aust Corps to move . Date of move to be advised.	
			~~Recd Weekly Int Report from 8 Bde.~~ " " " " " 28 Bde " from 2 Aust Corps Inst No 1H Q First Aust Army Int. " " " " " " re Tactical Bde Gps.	H.G.
BURWOOD	19 May 42.	1000	Disposns. 251 L A D now at 8 Bde (Rear).	
		1139	30 Bn H Q carried out practice move.	
			Inst issued that the move of 1Aust Div will not take place on 20/5.	
			Weekly amn return in from 8 Bde.	H.G.
BURWOOD.	20 May 42	1000	No change in dispositions.	
			30 Bn HQ closed fwd posn and reopened at rear posn 0900 hrs.	
			The British ship CHARON will be carrying out gun trials 1000 to 1200 hrs today off Port Jackson .	H.G.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 AUST DIV. *Date and Time.—From* 0001 hrs 20 May 42 *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	20 May 42		Recd infm that the Arty will be firing live amn to sea from ~~BALD HILL between 1000 and 1200 hrs 22/5. Ordnance will be~~ testing two guns from 28 Bde from BALD HILL on thás date/5.	
			Message recd states that RAAF launch NORLEEN willbe carrying out navigational exercises between NORAH HEAD and STEVENS IS. 3 to 30 miles out to sea.	
			Recd from 2 Aust Corps instn on Vehicle marking in War.	
			Distributed to units instns on Camouflage to Bty Comdrs.	H.
BURWOOD.	21 MAY 42	1000	No change in disposns.	
			26 Fd Bty will carry out visual signals with Lucas Lamp in rear of C Tp posn. from 0001 to 0200 / 22.	
			Recd infm that as soon as accommodation is made available ~~2Div Recce Bn is to be moved to BOWRAL- MOSSVALE area for Op~~ role.	
			54 Bn is carrying out range practice at CRONULLA area on 22/5. (Rifle only in Easterly direction)	
			Commonwealth ship BELTANA will carry out gun trials 0900 to ~~E~~ 1100 hrs 22/5 .	
			Recdfrom 2 Aust Corps HQ First Aust Army Int Summary No 2. ~~Distributed 1 Aust Div Int Summary No 23.~~	See Copy attached. H.
			Distributed 1 Div Op Inst No 16. See Copy attac. Appx No 5.	H.
			Returnmof Warlike stores from ASC an d 8 Bden	
BURWOOD	22 May 42	1000 1130	Dispositions no change. ~~Message recd; 13Grn Bn remains under 1 Div not transfer to 10~~ Div sector. ~~XXXXXXXXXXXXXXXXXXXXXXXXX~~ 7 Grn Bn on O of B 10 Div remains under comd of 1 Div for all purposes.	
			Move ment Order for HQ 1 Div for Exercise issued	See Copy attached. H. Appx No 6.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 AUST DIV. *Date and Time.—From* 22 May 42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	22 May 42		1 Aust Div Int Summary No 23 for week ending 22 May 42	In Copy annexe Appx No 8 H.G.
			~~Movement Order of 1 Aust Div Exercise issued.~~ In previous page	H.G.
			~~1 Div Op Inst No 16 issued~~ In previous page H.G.	
			~~Monthly Census of Warlike Stores recd from 8 Bde.~~	H.G.
BURWOOD	23 May 42	0904	1 Aust Div move cancelled for 24 hrs.	
		1000	No change in dispositions.	
		1215	34 Bn HQ closed down at 1000 hrs reopening at KEMBLA GRANGE at 1100 hrs.	
		1430	Recd infm that ~~PANAMANIAN TANKER~~ "CHINA" will carry out gun trials between 1500 and 1700 hrs off SYDNEY HEADS 24/5, and will ~~return to port at the completion of trials.~~	
		1530	Message stating that the "CHINA" will not carry out the trials until 0900/25.	
			1 Aust Div Op Inst No 17 issued	In Copy annexe. Appx No 9 H.G.
			Recd 2 Aust Div Op Inst No 3.	
			Recd the Weekly Int Report from5 Bde. ~~Relief of 2 Div Units Cyl Tie. Instr. since to Units.~~ → In Copy annexe Appx No 11 H.G. H.G.	
BURWOOD	24 May 42	0940	Message out advising the move of 1 Aust Div HQ from BURWOOD at 1040 reopening at LIVERPOOL 8006 same time.	
		1040	Adv H Q 1 Aust Div opened at LIV 8006 at 1040.	
		1225	Sitrep ref Bdes . No Change .	H.G.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

4

Unit 1 Aust Div. *Date and Time.—From* 24 May 42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	24 May 42	1210	Infm recd that 2 Div Recce Bn will move to MOSS VALE area and whilst remaining under Comd 2 Div for training will be allotted Ops role by 1 Div forthwith.	
		1450	Message states that SOS sig tests will be carried out at ~~BROOKLYN tonight between 2000 and 2100 hrs~~.	
		1500	Message from 8 Bde says that 1 Div Tng School will be firing on LONG REEF range tomorrow.	H.
BURWOOD	25 May 42	1000	No change in dispositions.	
			~~Message recd that Major General Steele C.E CHQ and Brig Gen~~ Casey C E USA Army will call at BROUGHTON today.atb0900 hrs.	
		0900	Infm recd states 13 Grn Bn will move to BRISBANE to replace 14 Grn Bn which will move to Cairns.Move may be simultaneous rear parties being left to hand over.	14
		1045	~~Message from 31 Bde states that Bde H Q now established at~~ MITTAGONG 386443 at 0845 hrs.	
		1255	1Aust Div Adv H Q closed down 1337/25 and reope ned 1445/25. D R and W/T comm ~~XXXX~~ operated during move.	
		1800	7 Grn Bn warned to be ready to move at 12 hrs notice.	
		1500	~~SIGNAL HILL carried out A/A and LMG practice~~ . Commenced at 1500 hrs today.	
			Recd Monthly Census of Warlike Stores from 28 Bde.	
			Recd Weekly Int Report from 8 Bde.	
			~~Recd from 2 Aust Corp CHQ Int Inst No 1 Responsibility for~~ Int.	
			Issued 1 Aust Div Inst No 18.	Issued copy. Appx No 10 H.G.
			Recd Training Inst No3. Jungle Warfare.	H.G.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 Aust Div. *Date and Time.—From* 25 May 42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
Burwood.	26 May 42	0834	13 Grn Bn withdrawn from fwd posns and posns taken over by 34 Bn . 13 Grn Bn now concentrated atn Cadre Camp Area.	
		1000	Dispositions 8 and 31 Bdes no change.	
		1300	Instn issued that CRP at Stanwell Park will be taken over by 28 Inf Bde.	
		1438	Message stating Col. WILLS GI 1st Army will visit 1Aust Div HQ 5 Jun to meet I personnel.	
			Instn re Relief of 2 Div Units by 1 Div Units issued.	Secret Copy. Appx No 12.
			Recd Op Plan No 1 from 8 Bde.	
			Recd from 5 Bde Op Inst No 5 -Arty Tasks (27 Fd Bty less one Bty)	
BURWOOD.	27 May 42.	1000	No Change in Dispositions.	
		1045	Infm recd that 13 Grn Bn will be ready to load on 28/5 and prepared to entrain early 29/5.	
		1120	Inst recd that Code names are to be abolished in accordance with new sig procedure except in Bns ,equivelent units ,and in danger zones.	
		1720	13 Grn Bn will start loading WOLLONGONG early MAY 29 and depart the same night . Movement order following.	
			1 Aust Div Weekly Int Report issued .	
			8 Bde Gp Op Order No 2 recd .	
			28 Bde Weekly Int Report recd.	
			Medical Instructions issued.	
BURWOOD	28 May 42	1000	No change disposns 5 and 28 Bdes.251 LAD moved to MR 083334.	
		1815	VDC Tps now guarding Road Blocks 6.15 and 4.05	
			Recd 1 Aust Army Adm Inst No. 2 -Works services.	

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 AUST DIV. *Date and Time.—From* 28 May 42 *To*

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	28 May 42		Recd Tng Inst - Lessons from Ops -CYRENNACIA No 13	
			Recd 5 Bde Op Inst Nom 4.	
			HQ 1st Aust Army Weekly Int Summary No 3.	
			1 Aust Div Weekly Int Summary No 24 distributed.	Suggest Copy appx No 13 H.H. H.H.
BURWOOD	29 May 42	0000	No change in dispositions.	
		1120	A Coy 34 Bn moved to M R 899500.All 13 Grn Bn posns now vacated.	
		1510	4 4.5 Hows will be withdrawn today from Balgowlah Area.	
			Recd MMI Pam No 4 . Copies Nos 1698 and 1699.	
			Recd 8 Bde Op Order No 2.	
			Recd screed on Sig Ops. Naval Land and Air Forces.S W Pacific Area.	
			Recd 8 Aust Inf Bde Op Order No 2 .Amend No 1.	H.H.
BURWOOD.	30 May 42	0845	Recd infm from 8 Aust Inf Bde. Adv party crossed the start line on time	
		1000	44 A/Tk Bty Tp A will move today to Bty HQ at 1000 Hrs.	
		1010	Recd infm that ship ORMISTON will carry out gun trials between 1300 and 1430/31 off heads return to port to drop gun party and then proceed to sea.	
		1400	Northern Sector Relief completed 1010 Hrs.	H.H.

WAR DIARY

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

Unit 1 Aust Div. Date and Time.—From 30 May 42 To 31 May 42.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	30 May 42	1230	No change disposns 28 and5 Bdes .	S.G.
BURWOOD	31 May 42	1000	Relief of fwd units Northern Sector completed . 7 Fd Regt now BROKEN BAY 175343 5 Bde HQ and 56 Bn SYDNEY 237125	S.G.

[illegible]—4743.

Appx 101.

WAR DIARY

AUSTRALIAN MILITARY FORCES.

No G.191.

AHB/BM.

H Q I AUST DIV
HOME FORCES.

9 MAY 42.

INTELLIGENCE INSTRUCTION NO I.

SECURITY OF INFORMATION.

1. The following is the procedure to be adopted upon the detection of breaches of National Security (Photography) Regulations :-

   (a) Obtain name and address of offender, holding such offender until identity is checked.

   (b) Remove film from camera WITHOUT EXPOSING SAME, and forward it as soon as possible.

   (c) A report giving relevant details should be sent by message form to this H Q.

   (d) The offender should be warned that he, or she is contravening the abovementioned Regulations.

2. The above instructions cancel previous instructions issued in connection with this matter, and all personnel should be informed of the procedure to be adopted.

MOBILITY.

3. It is stressed that all Intelligence Sees must be mobile. Accumulation of unnecessary paper must therefore be avoided.

for A.H.Baker Major
(H.E.HOWARD.) Colonel,
General Staff 1 Aust Div.

DISTRIBUTION:

R A A	(5)
R A E	(5)
Sigs	(4)
5 Inf Bde	(3)
6 Inf Bde	(4)
28 Inf Bde	(4)
A S C	(4)
5 Fd Amb	(1)
8 Fd Amb	(1)
18 Fd Amb	(1)

COPIES.
(For information).

9 Inf Bde	(3)
31 Inf Bde	(3)
9 F. Amb	(1)
21 Fd Amb	(1)
A D M S	(1)
A D O S	(4)
War Diary	(2) ✓

Appx No 2

WAR DIARY

AUSTRALIAN MILITARY FORCES

DG/EB.

S.3278.

HQ 1 AUST DIV.
HOME FORCES.

8 MAY '42.

S E C R E T.

1 AUST DIV INTELLIGENCE SUMMARY No:21

FOR WEEK ENDED 8 MAY '42.

DISTRIBUTION:

R A A	2
R A E	2
Sigs	2
8 Inf Bde	4
28 Inf Bde	4
5 Inf Bde	3
A S C	4
8 Fd Amb	1
18 Fd Amb	1
5 Fd Amb	1
1 Div Trg School	1
1 Div Provost Coy	1

44

Enclosed are copies Nos.....
of 1 Aust Div Int Summary No.21 for week ended 8 May '42.

for (H.N.HERFORD) Colonel,
General Staff 1 Aust Div.

COPIES TO:

2 Aust Corps	1
N S W L of C Area	1
2 Aust Corps Int Sec	1
2 Div	1
1 Cav Div	1
10 Div	1
9 Inf Bde	4
31 Inf Bde	3
G 1	1
A Q	1
A D M S	1
D A P M	1
War Diary	2 ✓
File	1

S E C R E T.

DG/EB. 1 DIV INT SUMMARY NO.21.

1. ENEMY:

April 28 unidentified plane was reported over BEGOORN QUEENSLAND.

There has been no enemy action in 1 Aust Div Area.

2. OWN TROOPS:

Our troops are still in position in the forward areas and further work is being carried out on camouflage and weapon pits etc.

Recces have been carried out by units by land and sea and deficiencies in camouflages etc. noted.

Adjustments in regard to these matters are being carried out by the C O's concerned.

Some Coys have been on trek and as these units return to their forward posns other units will proceed on trek.

A practise shoot to sea was carried out on 27 Apr and it was found that a large portion of the ammn was faulty. This may have been due to the very heavy recent rains but the rounds have been submitted for examination, together with a report on same.

General training has been carried out by all troops where possible.

3. TOPOGRAPHY:

Road: Ref LIVERPOOL Map Ref M.S.772286 to ref WINDSOR M.S.778336 under construction, Section of road being closed.

" Ref WOLLONGONG M.S.901569 to 891571 C1(C2).

" Ref WINDSOR M.S.778336 under construction. Section of road closed to traffic.

" Ref WOLLONGONG M.S. Map Ref 901569 to 891571 C1 (C2).

" Ref WOLLONGONG M.S.891571 to 873578 C4.

" Spit NARRABEEN under construction B2 metal from SYDNEY 245251 to 244257 B2 metal to 242263 B1(B2) metal to 243268. A1 sealed to B BAY 248313 A1 metal to 249330 C2 track skirting new rd to 247336, A1 metal to 267342. C2 poor to 285352. B1 metal to 296548. A1 sealed to 300349.

" Ref CAMDEN M.S.758974 to 72[illegible]61 now B1(B2).

" B.BAY M.S.Ref [illegible]9397 to 117446 is C1 earth
" 117446 to 121261 is C4 earth.

" LIVERPOOL M.S.Ref 878085 to SYDNEY M.S.Ref [illegible]1080 is closed to civilian traffic

" B.BAY M.S.Ref 059420 to 108447 C1. Road Ref 108447 to 110449 C2.

" LIVERPOOL M.S.Ref 895137 to 888128 to 88[illegible]112 C4 earth

Road:LIVERPOOL M.S.Ref 888134 to 888143 A1 Metal.

" " " " " 894137 to 908147 " "

" " " " " 909143 to 943156 to 938124 A1 Sealed.

" " " " " 905147 to 909142 A1 Sealed.

" " " " " 943135 " 959154 " "

" " " " " 888142 " 941176 B2 Rough.

" ST.ALBANS M.S.Ref 827685 to 864664.

" WINDSOR M.S.Ref 659417 to 674402 Earth Rd.759320-781311 A1

" WOLLONGONG M.S.905411 to 897405 A1 Sealed.

" " M.S.891569 to 891571 C1.

" " M.S.891571 to 873578 C4.

" KIAMA M.S. 761216 to 773222 A1 Metal (M.T Sealed).

" DUNBLETON-BLAKEHURST. Map Ref SYDNEY M.S.Sheet 1 2[illegible]6.

Belmore Road K.GARAH between Maher St and Australia St located approximately ½ mile from Railway bridge and approx 1 mile from BLAKEHURST intersection is at present closed to traffic on account of reconstruction. All through traffic should use detour via Hillcrest Av - Denman St. - Hurstville Rd. This length of Belmore Rd will be closed for about 6 weeks during reconstruction. Detour signs are in position.

" Old Pittwater Rd from Smith Av to Beacon Hill Rd. Map Ref SYDNEY M.S.Sheet 268264.

Old Pittwater Rd. BROOKVALE between the limits abovementioned is blocked by bridge washaway at Dark Gully situated about ¾ mile from turn-off opposite District Park. The Road will be closed to all through traffic for about 3 months. This length of road is not on any Military route but is one likely to be of some use for civilian evacuation transport.

Bridges:Ref B.BAY M.S.[illegible] 341 - Dangerous to H.T.

" Ref B.BAY M.S.247366. Reinforced concrete bridge under construction to be completed in about two months. Wooden bridge adjacent capable of carrying light M.T.

" Ref B.BAY 249334 damaged by floods whilst under construction.

" Ref B.BAY 275646 capable of carrying light H.T.

" Ref CAMDEN M.S.582861 has been closed for repairs. Detour is via THIRLMERE ref 575756.

" LIVERPOOL M.S.945136 closed-detour via bridge ref 939136.

Ferries:ST.ALBANS M.S. Ref 886679. Northern Ferry - 4 cars. Eastern Ferry - 2 cars.

GALSTON GORGE.

It is reported that the road traversing Galston Gorge is not yet trafficable.

NARRABEEN LAGOON.

The lagoon is still connected to the sea. At low tide the overflow of water provides a very low water level in many sections of the lagoon. It is desirable to construct a

levee at the entrance to maintain the constant water level higher than usual.

DEE WHY LAGOON.

The lagoon is disconnected from the sea and is not subject to tidal influence. Water level is slightly higher than pre-flood. It has been established that the action of flood waters considerably altered the position and extent of sand bars and main channel. Investigations are proceeding to enable a full and complete indication of soundings to be furnished.

Conclusions to date are:-

(a) Lagoon is definitely a serious A/Tk obstacle.

(b) That portions of the lagoon can be readily crossed by tps on foot at sections where maximum depth does not exceed 3'6" deep.

Report - CURL CURL LAGOON.

See Appendix No.1.

Report - QUEENSCLIFF LAGOON.

See Appendix No.2.

Report - FULLERS BRIDGE.

See Appendix No.3.

Report - MANLY RESERVOIR.

See Appendix No.4.

4. SECURITY.

Any items of Security have been handed to 1 Aust Div Fd Sty Sect for further action.

5. GENERAL.

Air flash message forms and description cards.

Advice has been received that the use of the above system of message forms has been cancelled and no further forms will be issued.

Appointment of Liaison Officer.

As the result of the appointment of a Liaison officer (Mr.R.J.Spowart) of the Department of Main Roads to this HQ, up-to-date information will be made available through this 1 Aust Div Intelligence Summary concerning road blockages, commencement and completion of repairs etc. affecting roads throughout the State of N.S.W. This information will be obtained by Mr.Spowart from the Main Roads Board and from Trusts, Shires and Councils controlling road repairs outside the jurisdiction of the Main Roads Board itself.

(H.N.HEREFORD) Colonel
General Staff, 1st Aust Div.

APPENDIX NO.1.

1 Aust Div Int Summary No.21.

CURL CURL LAGOON (Information supplied verbally by WARRINGAH Shire Engineer).

1. Lagoon is at present below normal level. Normal level is controlled by small concrete weir with dropboards near mouth of lagoon. Major control is sand bar formed by southerly wind and sea.

   Three Italian growers (under authority from Council) let water out to weir level from time to time.

2. The lagoons are the natural drainage basins for the surrounding catchment area and water runs in continually. All lagoons along this coastal area are blocked at the sea by natural accumulation of sand by wave action. The waters are therefore not tidal. At CURL CURL lagoon the water retains height of about one foot above weir level almost continually in normal weather. At this date about eight ins above weir. There is also a percolation through sandhills which tend to maintain a constant level.

3. Depth. Shallow - about waist to shoulder depth in most parts - up to six ins at most. From mouth to within twenty ft of weir depth about four ft thence to weir approx 2'6". From weir to bridge ref SYDNEY 1" 299281, approx 4'6". Silt bed - muddy bottom.

   Fordable in many places. Bed is comparatively firm and Shire Engineer from his experience of tanks in the last war considers that tanks could cross lagoons in many places.

   No prospect of any craft using lagoon tactically.

APPENDIX No.2.

1 Aust Div Int Summary No.21.

QUEENSCLIFF LAGOON (Information supplied verbally by Asst Engineer, MANLY Council.)

1. Lagoon is approx at its normal level. Level is controlled by a series of sluice gates at the lagoon mouth.

2. The lagoon is the natural runaway for the seepage from the surrounding high country. The accumulation of sand at the mouth of the lagoon was removed to enable the water to drawin away when the recent heavy rains caused flooding of the adjacent low-lying areas. It will take between 6 and 9 mths for this sand to accrue to its normal proportions again.

3. The lagoon is only fordable in its upper reaches. The bed is of silt with a muddy but comparatively firm bottom. There is no prospect of any craft using the lagoon.

APPENDIX NO.3.

1 Aust Div Int Summary No.21.

RECCE OF FULLER'S BRIDGE. Ref SYDNEY 1" 159[illegible]9.

Part 1. A concrete bridge capable of carrying all types of M.T. It is of strategical importance as it is a connecting link between areas north of SYDNEY and mobilization stores at [illegible]CREBANK. There is an alternate route up-stream from the bridge.

Part 11. Road: Classification A1 sealed surface.
Construction: 6 Span concrete bridge resting on 5 sets of double piles.
Dimensions: Length 60X
Width 8X
Height of handrail 3'6"
Height above water 2.[illegible]'

Surrounding Country: Hilly, heavily timbered country affording air cover to tps only.
Materials for Repair: None available.
Alternate Route: There is a sandstone weir approx ¼ of a mile upstream from the bridge. This weir is capable of carrying all types of M.T.

APPENDIX NO.4.

1 Aust Div Int Summary No.21.

MANLY RESERVOIR. Ref SYDNEY 1".

Part 1. The reservoir is situated on Curl Curl Creek and has a concrete dam 265 yds long and 98 ft high. It is of great strategical importance both as source of water for our own tps and as an obstacle in event of the enemy gaining a foothold at MANLY.

Part 11.

Height above sea level,	116 ft.
Capacity,	[illegible]6 to 50[illegible] million galls.
Dimensions of Retaining Wall,	Length, 265 yds
	Height 98 ft
	Width at bottom 25 ft
	Width at top 4 ft

Strategical Importance -

(a) Source of water supply to enemy.

(b) If dam were demolished the water would flood the low lying parts of MANLY, acting as an obstacle to an advancing enemy.

(c) Retaining wall of reservoir is an easy target for arty or bombing and would cause embarrassment to defenders if it were hit.

(d) Troop carrying aircraft could land on the surface of the reservoir and infiltrate to arty positions and our own fwd H Q.

(e) The reservoir is not marked for demolition and there is no picquet to prevent disloyal individuals from mining the retaining wall. If this occurred during an attack it would cause untold embarrassment.

Appx No 3.

WAR DIARY

HNH/DS

H Q, 1 Aust Div,
HOME FORCES.

10 MAY 42.

Fwd H Q,
2 Aust Corps

CLOSING OF TOM THUMB LAGOON ROAD

1. On 7 Mar last it was requested that the TOM THUMB LAGOON Rd be closed to all civilian traffic and approval to close the road was received. This authority was covered by an order issued under Reg 55 of National Security Regs (Ser E C (A H) 1300).

2. The fact that the road was to be closed was advertised in the morning papers of 25 Apr.

3. Major Baker GII (i) 1 Aust Div received a 'phone call from Mr Peterson of the Main Roads Board who stated that he had been telephoned by Mr Davies, the local member for PT KEMBLA, with reference to the notice in the papers and that Mr Davies had told him that as most of the men employed in the PT KEMBLA area cycled to work it would mean an additional 2 miles for them to travel and that they would probably go on strike.

4. Major Baker pointed out that the State authorities had agreed to closing the road and he suggested that Mr. Peterson contact the State Liaison Offr at H Q,2 Aust Corps.

5. Shortly after the above conversation Col Herford (G S O I, 1 Aust Div) received a telephone instruction from Lt.-Col MacArthur Onslow of 2 Aust Corps stating that,as the steelworkers in PORT KEMBLA area had threatened to strike if this road was closed,the road was to be left open until further notice.

6. On 2 May a letter was received from the PORT KEMBLA Stevedoring and Agency Company Pty Ltd (copy of which is .... attached)

7. The position now is that the road may be closed to civilian traffic at any time, but the authority has not yet been implemented.

8. It is considered that, as this road passes through A A & Inf dispositions,action should be taken to implement the decision to have the road closed.

9. May this H Q be informed,please,if any further action can be taken, as it appears to be a decision concerning political policy

(C.A.CLOWES) Major-General
Commanding 1 Aust Div.

Copies: 28 Bde
War Diary (2)
File

Appox no 4.

SECRET.

WAR DIARY

L. D. C.

MINUTES of meeting held at Headquarters 1 DIVISION at 1450 hours 12 May '42.

PRESENT: Major-General C.A. CLOWES, D.S.O. M.C.
Rear-Admiral G.C. MUIRHEAD-GOULD, D.S.O.,R.N.

In attendance:

Brig. FORBES (C.F.D.)
Comdr. H1 PALMER R.A.N.
Lt-Comdr. W. WILLIAMSON R.A.N.
Colonel H.N. HERFORD G.S.O.1 1 Div.
Colonel J.C. LITCHFIELD. A.A. & Q.M.G. 1 Div.

Colonel HERFORD advised that owing to changes in command at RICHMOND, some confusion had occurred, and the R.A.A.F. would not be represented at this meeting.

1. AMENDMENT TO MINUTES OF MEETING HELD 14 APRIL, '42
Protection of dams and water supply.

R.A.A.F. advised that in connection with paragraph 2 (e) of such minutes paragraph 3 thereof should be amended to read "NEPEAN DAM would appear to be the only one on which large troop carrying sea-planes could NOT land with safety.

2. ARISING OUT OF MINUTES OF MEETING HELD 14 APRIL, '42.

(a) Communications.

(1) Secondary communications between C.D.H., R.A.N. & R.A.A.F.
The Admiral advised that R.A.N. is having sets modified so that they might work with military 109 sets and tests will take place in the next few days. They are also conducting tests to link up new fighter sector H.Q. by remote control.

(ii) Aircraft reporting.
Comd. 1 Div. advised that the method of reporting is now from Canberra by Secraphone to Corps H.Q. and thence to C.D.H.

(b) R.A.A.F. Liaison Officer to C.D.H.

Corps H.Q. had advised that owing to proposed changes in operational command of R.A.A.F., an officer is not yet available to act as R.A.A.F. Liaison Officer at C.D.H.

(c) Booming of Ports.

(i) PITTWATER:
Comd. 1 Div. advised that the Army was now commencing work on these booms and expected the work to be completed in about two or three months.

R.A.N. asks that the boom at COWAN CREEK be moved higher up the river to permit of JERUSALEM BAY and REFUGE BAY being used as anchorages for N.A.P.

G.1. 1 Div. to arrange.

(ii) PORT HACKING:

Comd 1 Div advised work was proceeding well here and boom should be completed by 30 June 42.

(iii) PORT JACKSON:

Admiral advises that all but eight nets were now completed and West channel had been closed to traffic, in order that work on this gate may be carried out. The gate ships are being prepared and it is expected that the boom will be capable of complete closing in about six weeks.

(iv) PORT KEMBLA:

Navy advised that prickings at bottom were unsatisfactory and there will be great difficulty in establishing a fixed boom.

(v) FAIRY BOWER:

Boom here will be completed about the end of the current month.

(vi) BOTANY BAY:

The question of the provision of protection here is still in the hands of the Navy Board, but it is expected that this Bay will be mined eventually. Botany Bay will shortly be declared a prohibited area. In the meantime, two torpedo tubes have been installed and are now manned. B.O.P. HENRY HEAD controls the firing of these tubes.

(d) N. A. P.

(i) Examination Service:

Admiral suggests that in order to avoid confusion with the regular examination services at main ports, the services now being conducted by the N.A.P. should be known as "N.A.P. Port Patrol". This was agreed, and G.I. 1 Div. will promulgate accordingly.

C.F.D. advises that these services are functioning satisfactorily at PITTWATER and PORT HACKING.

(ii) Re-Organisation:

Admiral advises that written approval from Navy Board for new establishments for N.A.P. is not yet received but a start has been made with the attesting F.T.D. personnel in anticipation of such approval.

(iii) Communications with Army:

Navy advises that the greatest difficulty in this is the allotment of a suitable wireless frequency.

Comd. 1 Div. produced details of a special set capable of manufacture by Colville Wireless. G.I. 1 Div. to forward full particulars to R.A.N. who will follow up. Navy suggested that system of Light and Rocket signals be brought into use between N.A.P. vessels at Sea and shore stations. Comd. 1 Div. suggested that this matter should be the subject of close liaison between Navy and 1 Div. to avoid confusion with Army S.O.S. signals. Comdr. Palmer R.A.N. and G.I. 1 Div. to arrange.

(e) Protection of dams and water supply:

The Admiral advised that a provisional list of 23 to 30 feet fast motor boats and cruisers has been prepared from boats considered suitable for service on the dams. Most of these boats are centred at Berowra and PORT HACKING.

Comd. 1 Div. advised that it had been proposed to use V.D.C. personnel to man these boats, but extreme difficulty was being experienced in obtaining the services of V.D.C. men for full time duty. He said that it was proposed to arm these vessels with light automatic weapons or M.M.G.'s. It was suggested that perhaps N.A.P. could provide the necessary personnel, and it was finally agreed that Comdr. Palmer should take this matter up with Skipper Scrivener to see if N.A.P. could provide the necessary personnel to man three boats on each of the proposed dams.

The question as to whether the M.W. & S.B. would offer any objections to boats being used on the dams was then raised, and it was agreed that G.1. 1 Div. would take up this matter direct through the normal channels.

In the meantime, 1 Div. will arrange to depute an officer to check the suitability of the selected boats for work on the dams in conjunction with Comdr. Palmer, R.A.N.

(f) <u>Protection of Air Fields</u>:

Comd. 1 Div. advised that this position was slightly confused at the moment, owing to the aerodromes having been taken over by the U.S.A. Air Force, and thus dividing the responsibility. At several of the aerodromes there are V.D.C. guards, Mobile aerodrome companies and Garrison Bn. guards, all under different command.

1 Div. is following this up with a view to clarification.

(g) <u>Fighter Sector Headquarters</u>:

Comd. 1 Div. advised that this is now established in its new location in the underground railway tunnels north of the Conservatorium.

The Admiral raised the question of a certain occurrence on 5 May. Comd. 1 Div. says that Col. Legge (U.S.A. Comdr.) had said that this unfortunate incident was due to the change over of Fighter Sector H.Q. to the new location. Comd. 1 Div. states that the difficulty is that the U.S.A. Air force is operating F.S.H.Q. whilst the R.A.A.F. is still operating the R.D.F. stations. However, he had been assured by Col. Legge that steps had been taken which should prevent a recurrence of the incident of 5 May.

The C.F.D. advised that his forces are still manning some R.D.F. stations but with the exception of the R.D.F. air watching station at DOVER these are primarily concerned with the detection of surface ships.

Comd. 1 Div. stated that Col. Legge asks that the Naval Liaison at F.S. H.Q. be supplied with all information on the movement of ships. The Admiral stated that this raised certain difficulties, but the Naval Liaison officer should be able to get what information he required by direct telephone from F.S.; H.Q. Garden Island would supply F.S. H.Q. with V.A.1 at 12 hourly intervals.

(h) <u>Loop Stations</u>:

Navy advised that they are quite satisfied with the underground accommodation provided by C.F.D. and are now getting on with the job of putting this station into such underground shelter.

(j) Possible aircraft landing ground:

R.A.A.F. had made a reconnaissance and there were very few portions of the areas around Sydney where at least crash landings could not be made. The Army proposed to place obstacles on as many of these areas as possible.

G.1. 1 Div.is arranging this through normal channels.

(k) Naval observations posts:
KEMBLA:

Admiral raised the question as to whether his signalmen could operate from the B.O. post at BREAKWATER BATTERY. Brig. FORBES agrees that this is possible and will arrange accordingly. Navy further advised that the N.O. i/c at KEMBLA had inspected the concrete mine watching posts with the local Military commander and was satisfied, that although some of them may be in the direct line of fire from M.M.G's, the Navy would be prepared to take the risk.

Major General
Commanding 1 Aust. Div.

DISTRIBUTION:

G.O.C. 1 AUST. DIV.
R/Admiral G.G. Muirhead-Gould, D.S.O.,R.N.
Brig. A. Forbes, C.F.D.
G.1 1 Aust Div.
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Appx No 6

WAR DIARY

WAR DIARY

AUSTRALIAN MILITARY FORCES.

AHB/BM

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H Q I AUST DIV
HOME FORCES.

15 MAY '42.

S E C R E T.

I AUST DIV INTELLIGENCE SUMMARY NO 22.

FOR WEEK ENDED 15 MAY 42.

DISTRIBUTION:

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Sigs	2
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A S C	4
5 Fd Amb	1
8 Fd Amb	1
18 Fd Amb	1
1 Div Trg School	1
1 Div Provost Coy	1

Enclosed are copies Nos .....of 1 Aust Div Int Summary No 22 for week ended 15 May 42.

A H Baker Major
for (H.H.HERFORD.) Colonel,
General Staff 1 Aust Div.

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S E C R E T.

I AUST DIV INT

A..MARY NO 22.

1. ENEMY.

There has been no enemy action in 1 Aust Div area.

2. OWN TROOPS.

Further constructional work and maintenance of wire entanglements on beach have been carried out.

Tps in reserve have continued with trg.

Fd Security personnel are in the Div area visiting the forward units.

A Sergeant from the 1 Aust Div Cipher Sec is also visiting the various "I" Secs and giving instruction in Cipher work.

3. TOPOGRAPHY.

Road Map ref M S WOLLONGONG 905411 to 897405. A 1 sealed

" Map Ref M S WOLLONGONG 901569 to 891571. C1.
" Map Ref M S WOLLONGONG 891571 to 873578. C4.
" Map Ref M S WOLLONGONG 905411 to 911405 to 908400 to 897405 to 893404 new position of road.

" Map Ref M S KIAMA 761216 to 773222 A.1 metal. (Not sealed.)
"

Map ref M S B BAY C340. GILSTON GORGE Road Not yet trafficable.

" PT HACKLA, WINDING BRIDGE Map Ref WOLLONGONG M S. 891396 over tk trap. Now open to traffic.

" PRINCES HIGHWAY Ref ULLADULLA. Strat 319591 to 315583 reconstruction work closed down for indefinite period.

Bridge .

Bridge at SOUTH CREEK Ref M S LIVERPOOL 763263 is impassable. Bridge down. Banks steep, creek 8 to 10 ft deep.

Road Report.

Report WEST HEAD turn off to COMMODORE HEIGHTS. See appx 1.

Road Report.

From turnoff the road along McCARRS CREEK 251409 to turn-off Gordon Rd 237380. See appx 2.

4. SECURITY.

Street lights in the MOSS VALE area although treated and screened for use are still visible out to sea of an evening. This matter is being taken up with the Local authorities.

APPENDIX NO I.

I AUST DIV INT SUMMARY NO 22.

ROAD REPORT.

ROUTE: WEST HEAD turnoff Ref 262417 to COMMODORE HEIGHTS Ref 314508.

DISTANCE: 8.3 miles.

DATE OF RECCE: 7 May 42.

REF MAPS: BROKEN BAY 1: 63360.

NATURE: From 262417 the rd is C 2 unsealed earth surface. At the present time the road is being resurfaced and regraded, and in stages where completed the road classification is C 1. When rd is completed classification will be C 1 throughout.
The object is to put a good single stream traffic rd in with detours at intervals throughout to allow for traffic to pull off the rd for oncoming traffic to pass.
The rd passes along a ridge through country covered with stunted timber, but the rugged re-entrants from COAL and CANDLE Cr and COMMODORE on the western side and PITTWATER on the eastern side are heavily timbered. The last two miles of the rd passes through heavily timbered forest area and finishes at the arty pos right on the cliff edge at the 350 ft contour at WEST HEAD.

GRADES: From 262417 a steep grade is experienced till the 600 ft contour is reached. From this point there are numerous short grades, finally there is a long steep grade from ref 296507 to 299511.

BRIDGES AND CULVERTS: At ref 262451 there is a new concrete culvert but owing to the fact that this is in a sharp dip in the rd the culvert would be liable to flooding in adverse weather.
There are a number of small drainage pipes laid under the road enroute.

FENCES: Unfenced throughout.

SURROUNDING COUNTRY: The country on either side of the road for the first six miles is fairly level due to the fact that the rd passes along the top of the ridge most of the way, but deeper out on either side of the rd the country is rough and rugged as it drops suddenly from the 400 ft contour to the foreshore of PITTWATER, BROKEN BAY, SALVAN CK & COAL AND CANDLE CK. Over the last two miles of the rd, the surrounding country is heavily timbered.

IMPORTANCE: This rd is the only means of transport to the arty positions forward on the WEST HEAD. In the event of enemy landing from the surrounding waters, it is considered impossible to move A F V's or tks from the foreshores to this owing to the steep, rugged nature of the country. If landing were secured the road has been mined at Ref 263417 thus cutting the only outlet from this rd.

AIR COVER. Nil for the first six miles, but for the remainder is very good.

APPENDIX NO 1 Contd.

TRAFFIC CONTROL: NIL.

TELEGRAPH: The only communication is a signal wire running overland to the fort.

REPAIR MATERIALS: There is abundant repair material close to the rd - rock, timber and good surfacing materials.

Good drinking water is obtainable from the dam at ref 301507.

DETOURS. There are no detours with the exception of short tracks for traffic to pull into to allow for oncoming traffic to pass.

APPENDIX NO 2.

I AUST DIV INT SUMMARY NO 22.

ROAD REPORT.

ROUTE. From turnoff the r along McCARRS CK 251409 turnoff Gordon Rd 23753805.

DISTANCE 2 1/3 miles.

DATE RECCE. 5 May 42. Map ref BRUKEN BAY, 1:63360.

NATURE Rd is an unformed single vehicle track classification C2 (C3) outcrops of rock and small washouts making track rough in parts with small attention of engrs could be made into serviceable road. Rd follows contour inside of ridge separating two arms of McCARRS CK.

GRADES Slight grades experienced near junction of Gordon Rd.

BRIDGES Nil, small culverts needed in several places.

FENCES. Unfenced throughout

SURROUNDING COUNTRY Rugged scrub covered slopes with small timber on the ck side of rd. Running water in ck at time of recce.

IMPORTANCE Could be used by tps and M T approaching from WEST HD or CHURCH PT in the event of damage to the Coal and Candle Rd.

LIABILITY TO CONGESTION Is little as there are numerous places that could be used in the event of breakdown of M T.

TRAFFIC CONTROL. Nil

COMMUNICATION Nil

RESOURCES. Small timber and abundant rock for repair materials and water adjacent.

DETOURS A small detour between 243384 and 252398 along top of ridge classification C2 (C3)

AUSTRALIAN MILITARY F.H.Q. WAR DIARY
Appx No 6.

GSB/BM

HQ, 1 Aust Div
HOME FORCES.

22 MAY 42.

Copy No.....

S E C R E T.

MOVEMENT OF 1 AUST DIV HQ FOR EXERCISE

PRELIMINARY INSTRUCTIONS.

1. GENERAL:

(a) For the purpose of exercising the staff and services 1 Aust Div Adv HQ in movement, Adv HQ 1 Aust Div will move out and operate in the field under service conditions.

(b) The duration of the exercise will be 23 - 24 May both dates incl.

2. HQ 1 Aust Div will move out to an area in the vicinity of map ref LIV sheet 8906 and function in the field as an Advanced HQ in accordance with 1 Aust Div SOs for War.

3. TPS PARTICIPATING:

Tps taking part in the exercise will be those mentioned in Appx A, SOs for War.

4. MOVEMENT:

(a) The movement will be made by groups as set out in Appx A 1 Aust Div SOs for War -

Gp 1 Recce Party
" 2 Adv Gp Div Sigs
" 3 Adv Party & Adv Gp Div Sigs
" 4 Comd Gp Div HQ
" 5 Main body Adv Div HQ.

(b) For composition of Gps and allotment of vehicles, see 1 Aust Div HQ. SOs for War Appx B.

(c) DCMT will make necessary arrangements to have all vehicles required for move numbered in accordance with Appx B. The numbering will show Gp number as well as HQ unit number and will be in 4 inch figures on white paper pasted to left hand bottom corner of wind screen.

5. The movement order will be issued by "G" Staff.

6. TRAFFIC CONTROL :

Particular attention will be paid to convoy discipline and traffic control. TCPs will be provided as necessary by 1 Aust Div Pro Coy who will control the move.

7. SIGNS:

RAE will provide direction indicators and location notices, as required by G, AQ or Camp.

8. LIGHTING:

RAE will arrange for the provision of lighting set. Each branch or service will provide an alternative method of lighting for all offices and messes.

9. DRESS AND EQUIP:

(a) All personnel incl offrs will wear battle order.

(b) War scale of equip incl arms and amn will be carried.

10. TRANSPORT:

Tpt on WE scale will not be exceeded. Div TO will ensure that vehicles are filled with the necessary tools to full WE.

11. QUARTERING:

(a) Tps will not be billeted and each unit will provide its own tentage.

(b) No tent, or pair of tents, is to be sited within 40 yds of another. No vehicle is to be retained in the HQ working area.

(c) Track discipline must at all times be strictly observed.

12. INTERCOMMUNICATION:

(a) Phone channels to 2 Aust Corps and "Broughton" BURWOOD will be established.

(b) DRLS will be continued to units now being served.

13. Rear HQ will remain present location.

14. One offr will be detailed by "G" Staff to remain at present HQ to operate direct lines and pass air-raid warning in an emergency.

15. Time of signature ....0730.....

16. Method of issue, by hand and DRLS.

17. Ack.

(H.N.HERFORD.) Colonel,
General Staff 1 Aust Div.

DISTRIBUTION:

GOC	SCRT
G (Op)	AASC
G (Int)	CO Sigs
AQ	ADMS
DAAG	2 Aust Corps
DAQMG	File
ADOS	War Diary (2)
DADM	Spare (3)
Camp	
Post	
Pro	
Div TO	
RAA	
RAE	

GSB/DS

WAR DIARY
1 AUST DIV Appx No 6

COPY NO .....

DATE 22 May 42.

S E C R E T.

MOVEMENT ADV HQ 1 AUST DIV.

FOR EXERCISE

MOVEMENT ORDER

1. GENERAL.

Adv HQ of 1 Aust Div will move from its present location to map ref LIVERPOOL SHEET 8006 on 23 May.

2. MOVEMENT:

(a) ..... The move will be by MT and carried out in accordance with 1 Aust Div SO's for War and March table attached hereto.

(b) Routes

NICHOLSON ST, THE BOULEVARDE, LIVERPOOL RD, BRINGELLY RD

S.P. Dispersal Point — Cnr THE BOULEVARDE & LIVERPOOL RD. Map Ref LIVERPOOL sheet 807053.

(c) T C Ps.

1. S.P.
2. LIVERPOOL (Junc LIVERPOOL Rd & SOUTH St)
3. CROSS RDS
4. BRINGELLY RD turn off
5. Cnr BRINGELLY RD & AUSTRAL RD.

3. 1 Aust Div T O will arrange for vehs to report to heads of Branches concerned 45 mins before crossing S.P.

4. Heads of Branches will be responsible to see that vehs are loaded and ready to move to S.P. on time.

5. 1 Aust Div Provost Corps will despatch 1 Aust Div H Q vehs from "Broughton" in correct order of march vide 1 Aust Div S O for War to pass S.P. at time laid down.

6. Unit or sub-units will ensure that personnel listed to travel in Div HQ vehicle arrive at "Broughton" in sufficient time to move with convoy.

7. (a) O C Gp Convoys will be as follows -

1 Gp	GIII (O)
2 Gp	NCO Sigs
3 Gp	O C 1 Coy Sigs
4 Gp	RM RA
5 Gp	GII (O)

(b) O C Gp convoys will be responsible to see that their respective convoys cross S.P. as set out in March Table.

8. AASC will join convoy at Dispersal Point

9. Adv HQ will close at "BROUGHTON" and open at new location at 1040 hrs 23 May

10. ACK

11. Method of Distribution by hand & DRLs

12. Time of Signature.....1430.....

G.S.Bourquet Capt
for (H.H.HERFORD) Colonel
General Staff,1 Aust Div.

DISTRIBUTION:

GOC	RAA
G (Op)	RAE
G (Int)	AASC
AQ	CO Sigs
DAAG	AEMS
DAQMG	2 Aust Corps
DAPM	SCMT
ADOS	File
Camp	War Diary (2)
Post	Spare (5)
Pro	

M A R C H T A B L E

S P - CNR THE BOULEVARDE AND LIVERPOOL ROAD.

SPEED - 20 M I H
DENSITY - 15 V T M

ROUTES TO SP

A. Arty & Engrs - BERESFORD RD - THE BOULEVARDE
B. Sigs - ALBERT RD - THE BOULEVARDE
C. Tps from [illegible] - [illegible] - THE BOULEVARDE

SERIAL NO	UNIT	NO OF VEHICLES	UNITS	TIME PAST S P	HEAD AT T C P NO 2	HEAD AT DISPERSAL PT	REMARKS.
1	Gp 1 Recce Party	6	HQ 4 Sigs 2	0800 0801	0837	0900	Vehicles will arrive at S P at 0755hrs for marshalling.
2	Gp 2 Fwd Gp Sigs	5	Sigs	0810	0847	0910	
3	Gp 3 Adv Gp	32	Sigs 29 HQ 3	0930 0936	1007	1030	
4	Gp 4 Comd Gp	6	HQ 2 Arty 2 Sigs 2	0940	1017	1040	
5	Gp 5 Main Body	19	HQ 11 Arty 2 RAE 4 HQ 2	0944 0950 0953 0957	1021	1044	

WAR DIARY
Appx No 7

AUSTRALIAN MILITARY FORCES.

HQ, 1 Aust Div,
HOME FORCES.

22 May 42.

I DIV OP INSTRUCTION NO ~~15~~ 16.

Ref Map O 3 1" to 1 mile

1. The defence of the coast line will, in future, be based on the following principles -

(a) A system of coast watching

(b) Militia bns and div tps will be concentrated in rear of their op area so that they may be used to meet the enemy when the area of his landing is known. This demands that these units be capable of quick action and conducting of mob ops.

(c) 7 and 13 Grn Bns will occupy pl areas over the whole of 1 Aust Div Front. Further particulars regarding the lay-out and conduct of the defence under the above conditions will be contained in a later instruction.

2. Sub-units of 7 Grn Bn will come under comd Inf Bdes etc for op purposes ONLY on 31 May as follows:-

28 Inf Bde.	13 Grn Bn less Sig Pl
5 Inf Bde.	C & D Coys 7 Grn Bn 2 (A/A) pl (to be used as rifle pl) one pl E(MMG) Coy 5(M) pl less two dets det 6 (adm) pl as required
8 Inf Bde.	A & B Coys 7 Grn Bn 2 (A/A) Pl two dets 3(M) Pl E MMG) Coy less one pl 7(A Tk) pl det 6 (adm) pl as required
Sigs 1 Aust Div	1(Sig) pl 7 Grn Bn (for maintenance & testing comms in area) 1(Sig) pl 15 Grn Bn (for maintenance & testing comms in area)

3. Boundary between 28 and 5 Inf Bdes will be adjusted to include STANWELL PARK to 28 Inf Bde.

4. (a) The tps allotted under comd bdes in para 3 will occupy pl areas as follows:-

Nth of SHELLHARBOUR
KIAMBLA GRANGE (2 pls)

WINDANG CUT
PORT KEMBLA (2 pls)

[illegible] BEACH
[illegible] HARBOUR
[illegible] CREEK

BULLI (2 pls)
STANWELL PARK

CRONULLA (2 pls)
WOOLOOMOOLOO BAY
MAROUBRA
BRONTE & COOGEE
BONDI

MANLY & FAIRY BOWER (2 pls)
HARBORD

CURL CURL (A A Pl)
DEE WHY
NARRABEEN
MONA VALE

(b) CMFs will be taken over by grn on personnel and will continue to operate.

5. All tps of 1 Aust Div will be withdrawn from fwd areas to more concentrated areas in rear of their sectors, on dates to be advised.

6. Sigs, 1 Aust Div will utilize the two sig pls for maintenance of existing comns in 1 Aust Div fwd areas.

7. Accommodation will be arranged by AQ Branch 1 Aust Div who will issue movement orders as required.

8. Bdes will submit by 25 May suggested dispositions, down to Sec, of tps allotted in para 2 hereof showing existing comns which can be used and if any additional are required.

9. Relief of 2 Div tps now under comd 1 Aust Div will be subject of separate op inst.

(H.N.HERFORD) Colonel
General Staff, 1 Aust Div.

DISTRIBUTION:

RAA
RAE
Sigs
5 Inf Bde
8 Inf Bde
28 Inf Bde
AASC
ADMS
ADOS

COPY:

Comd
GI
AQ
2 Corps
I O Div
7 Grn Bn
13 Grn Bn

Appx No 8.

WAR DIARY

AUSTRALIAN MILITARY FORCES.

HQ, 1 Aust Div,
HOME FORCES.

DG/BM

22 MAY 42.

S.3381.

S E C R E T.

I AUST DIV INTELLIGENCE SUMMARY NO 23

FOR WEEK ENDED 22 MAY 42.

DISTRIBUTION:

RAA	2
RAE	2
Sigs	2
5 Inf Bde	3
8 Inf Bde	4
28 Inf Bde	4
ASC	4
5 Fd Amb	1
8 Fd Amb	1
18 Fd Amb	1
1 Aust Div Trg School	1
1 Aust Div Provost Coy	1

Enclosed are copies Nos ...../5.....of 1 Aust Div
Int Summary No 23 for week ended 22 May 42.

A. Gillespie
Lieut.

for (H.N.HERFORD.) Colonel,
General Staff 1 Aust Div.

COPIES TO:

2 Aust Corps	1
NSW L of C Area	1
2 Aust Corps Int Sec	1
2 Aust Div	1
1 Mot Div	1
10 Div	1
9 Inf Bde	4
31 Inf Bde	3
G.1	1
AQ	1
ADMS	1
DAPM	1
War Diary	2✓
File	1

S E C R E T.

1 Aust Div Int Summary No 2?

1. ENEMY:

There has been no enemy action in 1 Aust Div Area.

2. OWN TROOPS:

The tps in the forward areas have continued to maintain and further develope the defences at forward positions.

Trg has been carried out by units by all tps in reserve, and where possible this has included range practices.

The appendices contain inform tion forwarded by the units to 1 Aust Div in their Weekly Intelligence Reports.

3. TOPOGRAPHY:

Road Reports.

Road M.R. 903486 to 904484 is still under construction.

" M.R. 872368 to 876366 is how completed.

" M.R. 291326 to 280328 is under construction.

ROBERTSON - WOLLONGONG Rd (via Macquarie Pass).

Roads from WOLLONGONG to ALBION PARK (13 miles) good bitumen. Maximum loading on Bridges 24 tons - minimum 18 tons. Light Horse Camp at ALBION PARK. Road from ALBION PARK turnoff to ROBERTSON good bitumen except at foot of Pass where there is a stretch of about 200 yds of gravel. Several bridges with maximum loading of five tons. Macquarie Pass very steep grade - narrow road - consists of 4 miles of "S" bends, several being hairpin bends. At top of Pass stretch of 3 miles of good gravel then back to bitumen. View from top of Pass excellent - possible to see several miles of coast and also LAKE ILLAWARRA. Two wooden bridges outside ROBERTSON - minimum loading 5 tons. Total distance from WOLLONGONG 31 miles.

Bobbin Head Road: TURRAMURRA-BOBBIN HEAD (Route 3A) M.R. BROKEN BAY 1" to mile - 162410.

Bridge at COCKLE CREEK near BOBBIN HEAD has been washed away and road is closed to through traffic between BOBBIN HEAD and MT COLAH. The blockage is beyond the terminus of Route 3A. It has not yet been decided whether vehicular access will be re-established at COCKLE CREEK.

Road: HORNSBY-GALSTON. M.R. BROKEN BAY 1" to mile.

Road via GALSTON GORGE recently blocked by slips at various places is now open to through traffic. The road is on a defined Military Route, 2C.

Road: CHURCH PT - McCARR'S CREEK - COAL AND CANDLE CREEK. M.R. BROKEN BAY 1" to mile. 290428 to 220441.

Single track only is available at various places on this road where slips occurred due to March rains. Action is in hand to remove all debris from road surface with a view to re-establishing double track. The section affected is not on a defined military route.

Parkview Road, FIVE DOCK (also known as Margaret Street): Between Blackwall Pt Rd and Argyle Street.M.R. SYDNEY 1" to mile - 138177.

Road is blocked due to reconstruction operations and will remain so for approx three months. It is used as a through road from ABBOTSFORD to DRUMMOYNE, but can be satisfactorily by-passed. The road is not a defined military route and is not likely to influence civilian evacuation traffic.

Roads: Berry Street from Parramatta Road to Hamilton St. GRANVILLE. M.R. SYDNEY 1" to the mile - 020203.

Berry Street (also known as Ashton Street) GRANVILLE, north of Parramatta Road between Martha Street and Hamilton Street, GRANVILLE, is closed to through traffic on account of bridge construction at DUCK CREEK. Detour is available from Parramatta Road via Alfred Street - Grey Street - Hamilton Street. This road is used as a through road, but is not on any defined military route and is not likely to affect civilian evacuation transport.

Report NARRABEEN LAGOON. (See Appendix No.1).

Road Report - COTTAGE PT TURNOFF to McCARR'S CREEK (See Appendix No.2).

" " - TERRY HILLS to COTTAGE POINT (See Appendix No.3).

Report - Bridge connecting NORTHBRIDGE and CAMMERAY (See Appendix No.4).

" - Bridge over STRINGYBARK CREEK (See Appendix No.5).

" - Bridge over LANE COVE RIVER (See Appendix No.6).

4. SECURITY:

(i) Secret and Security Documents.

Some units are still using receipts with certain documents. Attention is drawn to Para G36 - MB 1, 15 March '42 regarding the elimination of the attached receipts to certain documents and to the necessity for marking the inner envelope SECRET.

(ii) Phonetic Alphabet - U.S.A. Forces.

The following phonetic alphabet is in use in the U.S.A. Forces and is furnished for information :

A - AFFIRM	J - JIG	S - SAIL
B - BAKER	K - KING	T - TARE
C - CAST	L - LOVE	U - UNIT
D - DOG	M - MIKE	V - VICTOR
E - EASY	N - NEGAT	W - WILLIAM
F - FOX	O - OPTION	X - XRAY
G - GEORGE	P - PUMP	Y - YOKE
H - HYPO	Q - QUEEN	Z - ZED
I - INTER	R - ROGER	

(iii) Military Security.

INEM. Standard of "Security mindedness" in First Army is dangerously low. Instances were reported of individuals in units receiving parcels, telegrams and letters through non-army channels shortly after reaching new unit locations. This indicated wide knowledge within some units of the projected new locations, and the divulging of these locations to civilians before the moves took place. Location of some units in NORTH QUEENSLAND is common knowledge throughout the State. The practice of tps on tp trains signing autograph books with their name, unit and date for strangers at stopping places is prevalent. Scores of uncensored letters are handed from trains to civilians for posting on every large tp movement. Check of one HQ revealed laxity in safeguarding secret documents and billets especially at night. Widespread unguarded talk by tps in hotels and at places of amusement indicate that very few unit offrs understand the need for security or preach it to their tps. (1 ..H.Q. I.S. No.1).

(iv) Security.

INEM. Procedure laid down for destruction of contents of office waste paper baskets by burning is not being carried out. One Inf Bde which moved during the week left behind among office litter sufficient evidence to identify the unit and reveal important details of the move.

Security of large scale tp moves has been compromised in two instances recently by ry employees. Signals gossip by ry operators on lines along which tps move, enables nearly all ry employees to obtain accurate info of projected large moves. Instances of this info having been divulged to the public have been reported.

Personnel. An attempt to induce a member of the AIF to leave the AIF by making fraudulent declarations has been reported from BRISBANE. A stranger, purporting to be a member of the Christadelphian Society accosted a soldier in an hotel and offered to secure the soldier's release from the AIF for a fee of £2. It is not known whether this was an isolated attempt to swindle a soldier; a form of "racket" being worked on AIF personnel, or a subversive attempt to undermine morale.

(v) Literature.

Various copies of the 'Citizen Soldier' and other pamphlets have been found in the unit lines. These copies have been forwarded to Intelligence IB for any action considered necessary.

(vi) Leakage of Information.

Further instances have been brought to the notice of Intelligence and these are being investigated by the Fd Sec Sec.

(vii) Air Flash Message Forms.

These Air Flash Message Forms are not immediately available but fresh supplies are at present being printed.

The 1 Aust Div Units will be supplied with further forms as supplies are received at this HQ.

Previous information that the use of these message forms was cancelled was incorrect and further supplies will soon be made available.

5. GENERAL:

Supply Dropping.

During an exercise with 1 Motor Regt 1000 rds of S.A.A. were "free" dropped from a height of 150' while the aircraft was travelling at 140 m.p.h.

The rounds were packed in two bundles of 500 rolled in bags. On impact the bundles did not burst but approx 70% of the rds were damaged, some being only slightly scarred and suitable for rifle, but not M.G. fire.

It is concluded that this method is not suitable.

(Compare this method with that mentioned in N.Z.E. Intelligence Summary No.38 para 4).

(10 Aust Div Int Summary No.4 - Para 9).

APPENDIX NO.1.

NARRABEEN LAGOON

Depth gauge has been installed by attaching a graduated board to member of Pittwater Rd. Bridge on western side towards northern end. Readings during the week indicate no variation in water level.

The lagoon entrance has now been partially cut off from the sea by the erection of a rubble and sandbag levee under the direction of 8 Fd Coy Engrs. The ultimate aim is to have a definite block and to prevent tidal effect in the lagoon and the flow of water from lagoon to the sea.

ROADS:

No road slides have occurred in the area. A military road connecting Plateau Rd. at Ref.291326 and new bridge over South Creek Ref.280328 is in course of construction and good progress made.

APPENDIX NO.2.

ROAD REPORT

COTTAGE POINT turn off M R 219438 to McCARRS CK M R 257405.

DISTANCE: 5 miles.

DATE: 15 May, '42.

REF MAPS: BROKEN BAY 1: 63,360.

NATURE: Classification of Rd is A1 sealed metal surface throughout but owing to recent heavy weather dangerous land slides have occurred at various points of the road. These of course alter the classification of the road making it impassable for heavy type of M T but the Main Roads Dept are at present working on the road clearing landslides and restoring it to its normal state. From ref 219438 to ref 221441 the road takes a steep down grade with sharp bends. From this point, the road is level skirting the COAL and CANDLE CREEK to ref 250428 then taking a gradual upward grade with numerous curves. The top of the grade is reached at ref 258418 and the road passes along a level stretch on the top of the ridge to the junction of the WEST HEAD ROAD at ref 262417 then taking a gradual down grade to McCARRS CREEK at ref 257405.

GRADES: From ref 219438 to ref 221441, steep downward grade with sharp bends. From ref 250428 to ref 258418 is a gradual upward grade. From ref 262417 to 257405 gradual down grade.

BRIDGES: There is a sound, strongly constructed wooden bridge across McCARRS CREEK at ref 258405 capable of taking two streams of traffic.

FENCES: There are safety fences on all curves and embankments.

SURROUNDING COUNTRY: Heavily timbered, rugged country on the southern side of the road to ref 250428 with COAL AND CANDLE CREEK skirting the road on the northern side. From ref 250428 the surrounding country is heavily timbered, rugged gorges on either side.

IMPORTANCE: In the event of enemy landings from COAL AND CANDLE CREEK, this road could be used effectively by all types of transport, but in the defensive scheme of this area the road has been mined at several points thus eliminating the use of the road.

LIABILITY to CONGESTION: Nil.

TRAFFIC CONTROL: Nil.

AIR COVER: For M T is very poor due to the fact that embankments and cuttings make it impossible to pull off the road but cover is good for infantry.

TELEGRAPH LINES: Nil.

REPAIR MATERIALS: There is an abundant supply of rock, timber and surfacing material close to the road.

DETOURS: The only detour is from the starting point of the road at ref 219438 which is an alternate route. Report on this is embraced in special report on Road TENKY HILLS - COTTAGE POINT.

APPENDIX NO.3.

ROAD REPORT

TENKY HILLS turn off M R 234382 to COTTAGE POINT M R 209464.

DISTANCE: 6 miles.

DATE OF RECCE: 15 May, '42.

REF MAP: BROKEN BAY 1: 63,360 O S.

NATURE: From 234382 to 219438 Rd is an all sealed metal surface in good condition with slight grades and well banked on curves, suitable for heavy M T and carriers. From 219438 to 209464 C.3 dirt and stone rd with sandy patches. Rd very rough and in bad condition. On steep grades M T would skid in wet weather. At 213441 (Camel Back) a very dangerous section of about 200 yds passing over a narrow saddle, very rough and rocky, which has to be negotiated with great care. The country at this point drops away very steeply on both sides. Rd would be extremely dangerous to negotiate at night.

APPENDIX NO.3 (contd)

GRADES: From 234382 to 224435 slight grades, rd passing through scrub and lightly timbered country. From 224435 to 219438, rd takes a steep downward grade and winding. From turnoff at 219438 to 217441 fairly steep up-grade. From 217441 to 213441 a downward grade with a few sharp drops, some curves and sharp bends. From 213441 to 207448, a very steep up-grade with an extremely sharp up-grade of about 200 yds from the previous ref point. Rd winding from 207448 to 208460 and running along top of contour. From 208460 to 209464 a fairly steep down grade with a sharp bend at 209463.

BRIDGES: Nil.

FENCES: From 234382 fenced both sides for about 200 yds. Safety fences on all curves to turnoff at 219438.

SURROUNDING COUNTRY: Lightly timbered, rugged ranges and hilly. Extensive panoramic views COAL & CANDLE CREEK, SMITHS CREEK and COMMN CREEK and surrounding hills. Only habitation at Cottage Pt.

IMPORTANCE: M T and carriers could be landed at Cottage Pt and proceed along to Main Rd, but this Rd is mined at several points which would make it impossible for them to get through.

LIABILITY TO CONGESTION: Rd from 219438 to 209464 is narrow with some areas where M.T. could pass by backing off the Rd. A breakdown would hold up traffic on a great deal of the rd.

TRAFFIC CONTROL: Nil.

AIR COVER: Very little Air Cover afforded M T only suitable for troops.

TELEGRAPH LINES: Lines at Cottage Pt only.

REPAIR MATERIALS: Abundant Rock with some timber.

DETOURS: Nil.

APPENDIX NO.4.

BRIDGE REPORT

Bridge connecting NORTHBRIDGE & CHERMAY. N R SYDNEY 1" 21522 S.

Part 1: Reinforced concrete bridge over Flat Rock Creek linking NORTHBRIDGE & CHERMAY. It is capable of carrying all types of M.T.

PART 2: R.A.O Classification All sealed surface.

CONSTRUCTION: Approaches and towers are of stone while the span is of reinforced concrete.

DIMENSIONS: Length of approaches 3[illegible] yards
Distance between towers 17[illegible] yards
Overall Length 25[illegible] yards
Width of roadway 11 yards
Width of footpaths on approaches 1[illegible] feet
Width of footpaths on bridge 5 feet
Height above creek bed 15 feet (approx)

SURROUNDING COUNTRY: Suburban area closely settled.

MATERIALS for REPAIR: None available.

ALTERNATE ROUTE: Embankment over creek approximately 5[illegible] yards downstream. An All road crosses this embankment.

APPENDIX No.5.

BRIDGE REPORT

BRIDGE OVER STRINGYBARK CREEK
BRIDGE NEAR SYDNEY 1" 157231.

Part 1: Reinforced concrete bridge crossing Stringybark Creek. It is capable of carrying all types of M.T. Strategically important as the road from LANE COVE to NORTH RYDE passes over it.

Part 2: ROAD Classification 1 capable carrying all types of M.T.

CONSTRUCTION: Reinforced concrete bridge of 1 span on concrete piers. Built in 1939 by Dept Main Roads.

DIMENSIONS: Length 59 yards
Width 15 yards
Width of road 11 yards
Width of footpath on each side 2 yards
Height above creek bed 5[illegible] feet (approx).

SURROUNDING COUNTRY: Timbered and rocky affording air cover to troops only.

MATERIALS for REPAIR: None available.

ALTERNATE ROUTE: No nearby alternate route available.

APPENDIX NO.6.

BRIDGE REPORT

BRIDGE OVER LANE COVE RIVER
M R 145850.

Part 1. Reinforced concrete bridge crossing LANE COVE RIVER and is capable of carrying all types of H T.

Strategically important as it is the alternate route to FIG TREE and FULLERS BRIDGE.

Part 2: ROAD Classification A1 concrete surface.

CONSTRUCTION: Three span concrete bridge resting on concrete piles. Built by Dept Main Roads in 1939.

DIMENSIONS:

Length	86	yards
Width	14	"
Width of Road	10	"
Width of footpaths	2	"
Height above water level	3	feet

SURROUNDING COUNTRY: Rocky and timbered to low and swampy on EASTERN side. Air cover for troops only.

MATERIALS FOR REPAIR: None available.

ALTERNATE ROUTE: FIG TREE and FULLER'S BRIDGES.

EMR/TAR

War Diary

Secret. S3394

23 May 42

WAR DIARY
Copy No 9.

1 AUST DIV OP INST NO 19

RELIEF OF UNITS OF 2 AUST DIV BY UNITS OF 1 AUST DIV

1. Units now under comd 1 Aust Div will be withdrawn from def posns to camp areas on 30 May, with exception of 7 and 13 Gen Bns who will act in accordance with op inst No 18.

2. Units of 2 Aust Div now under comd 1 Aust Div will be relieved by units of 1 Aust Div on 1 and 2 June 42.

3. Accomodation and movement in connection with above will be arranged by "AQ" Branch who will issue necessary instructions.

4. Units of 2 Aust Div now under comd 1 Aust Div will revert to comd 2 Aust Div at 2359 hrs 31 May.

5. Units of 1 Aust Div now under comd 2 Aust Div will revert to comd 1 Aust Div at 2359 hrs 31 May.

6. Weapons and equipment taken over by units of 2 Aust Div from units of 1 Aust Div will be transferred.

7. Units being relieved will hand over all op insts and orders, plans, disposition maps etc affecting present op role to incoming units.

(S.H.SEMFORD) Colonel,
GENERAL STAFF, 1 AUST DIV.

DISTRIBUTION:

RAA
RAE
Sigs
6 Bde
8 Bde
9 Bde
23 Bde
24 Bde
AASC
2/6 Res MT Coy
ADMS
ADOS
7 Gun Bn
2/2 Gun Bn

COPY TO:

Comd
GS
Aq
2 Aust Corps
2 Aust Div
" "
HSN L of C
Syd Xmble Northern Camp Staff
" " Centre " "
" " Southern " "
File-----1
War Diary -----2

HKH/TWR

Hq. 1 Aust Div,
HOME FORCES.

25 May 42.

WAR DIARY
Appx No 10
WAR DIARY

S E C R E T.

S 3407

1 AUST DIV OP INST NO 18

REF MAPS C S 1" to 1 mile.

1. 1 Aust Div Op Inst No 16 is cancelled.

2. 13 Grn Bn will move to Brisbane in accordance with movement order to be issued by G.H.Q., and come under comd Q'land L of C area on arrival, with role of close defence of Brisbane Fixed Defences.

3. 7 Grn Bn will occupy pl areas over the whole of 1 Aust Div front.

4. Sub units of 7 Grn Bn will come under comd Inf Bdes etc for ops purposes ONLY on 31 May as follows :-

28 Inf Bde	C & D Coys One Pl E (MMG) Coy Two dets 3 (M) Pl 7 (A Tk) Pl less two dets
5 Inf Bde	B Coy E (MMG) Coy less two pls Two dets 3 (M) Pl 2 (A/A) Pl
8 Inf Bde	A Coy One Pl E (MMG) Coy 3 (M) Pl less four dets Two dets 7 (A Tk) Pl
Sigs 1 Aust Div	1 (Sig) Pl (for maintenance and testing comms in area)

5. Bdy between 28 & 5 Inf Bdes will be adjusted to include STANWELL PK to 28 Bde.

6. (a) Tps allotted under comd bdes in para 4 hereof will occupy pl areas as follows:-

WINDANG
PORT KEMBLA
WOLLONGONG

TOWRADGI
BULLI
STANWELL PK

CRONULLA (AA Pl) (Used as Inf Pl)
MARQUBRA
COOGEE
BONBI

MANLY
DEE WHY - COLLAROY
MONA VALE

(b) CRPs will be taken over by grn bn personnel and will continue to operate.

7. Bdes will submit by 27 May, suggested dispositions down to Secs for tps allotted in para 4 hereof, showing existing comms which can be used and if any additional required.

(H.N.HEREFORD) Colonel,
GENERAL STAFF, 1 AUST DIV.

DISTRIBUTION:

RAA
RAE
Sigs
5 Inf Bde
8 " "
9 " "
AASC
116 Res MT Coy
ADMS
ADOS
7 Grn Bn
13 Grn Bn

COPIES TO:

Comd
G1
AQ
2 Aust Corps
8 Aust Div
10 Aust Div
NSW L of C
Syd Kembla Northern Camp Staff
" " Centre " "
" " Southern " "
File 2
War Diary 2

Wgr. Diary

WAR DIARY
appx no 11

JW/DO

AUSTRALIAN MILITARY FORCES.

COPY NO...13.

SECURITY

H.Q. I AUST DIV.,
HOME FORCES.

Circular No. S.Y.480.

23 May 42

DISPOSITIONS - 1 AUST. DIV.
RELIEF 2 AUST DIV UNITS BY 1 AUST DIV

INTENTION: 1. During the period 28 May 42-2 Jun 42, dispositions will be adjusted as follows:-

(a) 7 and 13 Garr Bns will occupy positions in accordance with Op Instn No.16.

(b) Militia Units will withdraw from defensive positions to Cadre Camps.

(c) 2 Aust Div units at present under Comd 1 Aust Div will revert to parent Formation and return to rearward Camps.

(d) 1 Aust Div Units under Comd 2 Aust Div will revert to parent Formation and move to forward Cadre Camps.

SEQUENCE: 2. The following programme will be observed:-

Day 1.	28 May, 42	7 Garr Bn concentrate BROOKVALE. 13 " " " WARRAWONG.
Day 2.	29 May, 42	7 Garr Bn) occupy front 13 " ")
Day 3.	30 May, 42	Militia Units withdraw from Beach front to Cadre Camps.
Day 4.	31 May, 42	Check Stores. 7 and 13 Garr Bns consolidate.
Day 5.	1 Jun, 42	8 Inf Bde Gp from NORTHERN Sector to GRETA. 9 Inf Bde from WALLGROVE to NORTHERN Sector.
Day 6.	2 Jun, 42	5 Inf Bde Gp from CENTRE Sector to WALLGROVE. 31 Inf Bde Gp from NARELLAN to CENTRE Sector.

ADMINISTRATION: 3. Advance parties to 5% of Unit strength will move independently on 30 May 42 by direct liaison with respective Bdes and Units.

4. Movement of 7 and 13 Garr Bns on 28-29 May 42 will be under Unit arrangements except that additional transport will be provided where necessary by 8 and 28 Inf Bdes. 1 Div Provost Coy will co-operate.

5. The movement of Units withdrawing to Cadre Camps on 30 May 42 will be controlled by Sector Comds concerned. Transport available within the Sector will be used.

6. 2 Aust Div units at present under Comd 1 Aust Div will revert to and come under comd of 2 Aust Div at 2359 31 May 42.

7. Instructions for the movement of the units mentioned in para 6 above on 1-2 Jun 42 will be issued by H.Q. 2 Aust Div.

8. 1 Aust Div units at present under Comd 2 Aust Div will revert to and come under Comd of 1 Aust Div at 2359 31 May 42, and will move on 1-2 Jun 42 in accordance with movement tables attached (Appendix "C").

9. 19 Fd Regt will move independently from INGLEBURN to selected Cadre Camp site under instructions issued by R.A.A. 1 Aust Div.

10. All Units moving on 1-2 Jun 42 and not specified on movement Orders of 1 Aust Div or 2 Aust Div will move independently by routes and at times which will not conflict with movements specified therein.

11. D.A.P.M. 1 Aust Div will confer with D.A.P.M. 2 Aust Div and make mutual arrangements for traffic control on 1-2 June 42.

12. APPENDICES: The following appendices are attached:

Appendix A - Details of Concentration points for Militia Units withdrawing from Beach Front.

" B - Detail of extra vehicles provided for personnel.

" C - Movement Tables for 1-2 Jun 42.

" D - Ord. Admin. Instruction.

" E - "Q" Admin. Instruction.

(J.C. FITCHFIELD) COLONEL.
A.A. & Q.M.G. I AUST DIV.

DISTRIBUTION:

R.A.A. 1 Aust Div	... 2	45 Bn	
7 Fd. Regt		7 Garr Bn	
9 " "		13 Garr Bn	
19 " "		A.D.M.S. 1 Aust Div	
104 A/Tk. Regt		5 Fd Amb	
111 A/Tk. Regt		8 " "	
R.A.E. 1 Aust Div	... 2	18 " "	
8 Fd. Coy		21 " "	
9 " "		1 Div A.A.S.C.	... 4
Sigs 1 Aust Div	... 2	116 Res M.T. Coy	... 2
5 Inf Bde	... 2	2 Aust Corps	... 4
54 Bn.		HQ N.S.W. L. of C. Area	... 4
56 Bn.		2 Aust Div	... 4
8 Inf Bde	... 2	Sydney Kembla Northern Camp Staff	
30 Bn		Sydney Kembla Centre Camp Staff	
35 Bn		Sydney Kembla Southern Camp Staff	
9 Inf Bde	... 2	G.O.C.	
17 Bn		G 1	
18 Bn		A.A. & Q.M.G.	
28 Inf Bde	... 2	D.A.A.G.	
20 Bn		D.A.Q.M.G.	
34 Bn		Spares	... 10
31 Inf Bde	... 2	War Diary	... 2
1 Bn		File	... -
		D.A.P.M.	... 4

1 AUST DIV SY.480

APPENDIX "A".

1. On 30 May 42 Militia Units under Comd of 1 Aust Div will withdraw from Beach front and concentrate in Cadre Camps as follows:-

(a) 8 Inf Bde Gp.

9	8 Inf Bde H.Q. & att. tps. -	THORNLEIGH
17	30 Bn	FRENCH'S FOREST
18	35 Bn	ST IVES
	7 Fd Regt	HASSALL PARK
	8 Fd Amb	"Green Toad" & PENNANT HILLS Golf Club
	8 Fd Coy	ST IVES
	14 Bty 104 A/Tk Regt	ST IVES
	F Tp 4.5 Hows.	ING URN.
	Beach Guns	INGLEBURN

(b) 5 Inf Bde Gp.

31	5 Inf Bde H.Q. & att tps -	BLAKEHURST
45	54 Bn	LOFTUS
	56 Bn	Bivouac, CENTENNIAL PARK
	5 Fd Amb	BANKSTOWN Baths & INGLEBURN
	13 Bty 104 A/Tk Regt	SYLVANIA
	Beach Guns	INGLEBURN

(c) 28 Inf Bde Gp.

28 Inf Bde H.Q. & att tps ..	MT KEIRA
20 Bn	BALGOWNIE
34 Bn	Vic KEIRA/WILTON RDS JUNC.
18 Fd. Amb	APPIN
15 Bty 104 A/Tk Regt	WISE'S PARK
Beach Guns	INGLEBURN

(d) 44 Bty 111 A/Tk Regt - STRATHFIELD

2. Units not mentioned above will withdraw forward dets. to Camps at present occupied where applicable.

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APPENDIX "B"

I AUST DIV.

CIRC. No. SY.480 TRANSPORT REQUIRED IN EXCESS OF UNIT M.T.

SERIAL NO	UNIT	LOCATION TO REPORT	DATE & TIME OF REPORTING	TYPE OF VEHICLE	NO. OF PERSONNEL TO BE CARRIED	REMARKS.
1	17 Bn	WALLGROVE CAMP	0530 hrs 1 June 42	12 D/D. Buses	600	15 minutes before time of reporting Unit guides will meet buses at Cnr. Great Western Road and Wallgrove Road. Each Bus driver and Reserve M.T. Driver to be supplied with Route Card by Unit.
2	18 Bn.	WALLGROVE CAMP	0630 hrs. 1 June 42	12 D/D. Buses	600	"
3	9 Inf Bde Attached Tps Sigs	WALLGROVE CAMP	0730 hrs. 1 June 42	1 D/D. Bus.	60	"
4	9 Fd Amb	WALLGROVE CAMP	0900 hrs. 1 June 42	10 Lorries 116 Res M.T.	143	"

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APPENDIX "B"
(CONTD)

I AUST DIV.

CIRD. NO. SY.480

TRANSPORT REQUIRED IN EXCESS OF UNIT M.T.

SERIAL NO.	UNIT	LOCATION TO REPORT	DATE & TIME OF REPORTING	TYPE OF VEHICLES	NO. OF PERSONNEL TO BE CARRIED.	REMARKS.
5	1 [illegible]	NARELLAN	0530 hrs. 2 June 42	10 D/D Buses	665	15 mins before time of reporting; Unit guides will meet buses at intersection of Hume Highway and Campbelltown Road (Camden O.S. 738950). Each bus driver and Reserve M.T. Driver to be supplied with Route Card by Units.
6	42 Bty 111 A/Tk Regt	NARELLAN	0630 hrs. 2 June 42	5 Lorries 116 Res M.T.	58	"
7	45 Bn	NARELLAN	0630 hrs. 2 June42.	10 D/D Buses 10 Lorries - 116 Res M.T.	650	"
8	31 Inf Bde Attached troops	NARELLAN	0730 hrs. 2 June 42	7 Lorries - 116 Res. M.T.	105	"
9	21 Fd Amb	NARELLAN	0730 hrs. 2 June 42	10 Lorries 116 Res M.T.	150	"
10	43 Bty 111 A/tk Regt.	NARELLAN	0900 hrs. 2 June 42	4 Lorries 116 Res M.T.	50	"

I AUST DIV SY.480
APPENDIX "C"

MOVEMENT TABLE - 1 AUST DIV.

9 Inf Bde.

APPENDIX "C".

MOVE NO.	UNIT	DATE	NO OF VEHS.	PLACE FROM	PLACE TO	S.P.	TIME PAST S.P.	ROUTE (SEE BACK)	SPEED & DENSITY VEH	SPEED & DENSITY MIH.	TIME OF ARR.	
1	17 Bn	1 Jun	90	WALLGROVE	FRENCH'S FOREST	Gt.Western Highway & Wallgrove Rd.	0600	A	10	15	0751	
2	18 Bn	"	89	"	ST.IVES SHOWGROUND	"	0700	B	"	"	0856	
3	9 Inf Bde H.Q.	"	26	"	THORNLEIGH	"	0800	C	"	"	0915	
4	9 Fd Regt	"	148	"	Avondale Golf Club PYMBLE	"	0830	D	"	"	1020	
5	41 Bty 111 A/T	"	30	"	ST. IVES	"	0930	B	"	"	1126	
6	9 Fd Coy	"	40	"	ST. IVES	"	0942	D	"	"	1135	Will join rear of Move No.5.
7	9 Fd Amb	"	40	"	Green Toad & PENNANT HILLS	"	0958	B	"	"	1147 Green Toad.	Will join rear of Move No.6. PENNANT HILLS Sec leaves convoy at PENNANT HILLS.

ROUTE "A"

Follow Gt Western Highway to PARRAMATTA, thence by Route No. 5 to FRENCH'S FOREST.

S.P. to:-	Distance	Time
PARRAMATTA P.O.	10.25m.	41 mins.
CHATSWOOD (Junc. Fullers Rd/Pacific Highway).	22.5 m.	1 hr 30 mins.
FRENCH'S FOREST (Cadre Camp)	27.75m.	1 hr 51 mins.

ROUTE "B"

Follow Gt Western Highway to PARRAMATTA, thence by Route No. 4. to ST. IVES Showground.

S.P. to:-	Distance	Time
PARRAMATTA P.O.	10.25m.	41 mins.
Pierce's Cnr.	20.25m.	1 hr 21 mins.
ST. IVES Showground	29. 0m.	1 hr 56 mins.

ROUTE "C"

Same as Route "B" to THORNLEIGH.

ROUTE "D"

Same as Route "B" to Telgraph Rd thence by Pacific Highway to Pymble Rly Bridge, turn right to dispersal area.

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I AUST DIV SY.480.
APPENDIX "C"
(CONTD)

MOVEMENT TABLE - 1 AUST DIV.

31 INF BDE AND 111 A/Tk REGT

APPENDIX "C"
(CONTD)

MOVE NO.	UNIT	DATE	NO.OF VEHICLES	PLACE FROM	PLACE TO	S.P.	TIME PAST S.P.	ROUTE (SEE BACK)	SPEED & DENSITY VEH	SPEED & DENSITY MIH	TIME OF ARRIVAL	
8	1 Bn	2 Jun	80	NARELLAN	BEIMORE	Junc.Bringelly Rd & Hume High -way NARELLAN	0600	E	10	15	0754	
9	42 Bty 111 A/Tk	"	34	"	SYLVANIA	"	0700	F	"	"	0936	
10	45 Bn	"	82	"	LOFTUS	"	0714	G	"	"	0928	Will join rear of Move No.9.
11	HQ 31 Bde	"	28	"	BLAKEHURST	"	0800	H	"	"	1012	
12	21 Fd Amb	"	34	"	BANKSTOWN	"	0812	I	"	"	0956	Will join rear of Move No.11.
13	HQ 111 A/Tk	"	15	"	STRATHFIELD	"	0826	J	"	"	1028	Will join rear of Move No.12.
14	43 Bty 111 A/Tk	"	25	"	WISEMANS PK.	"	0930	K	"	"	1206	

ROUTE "E"

Follow Route No.20 to LIVERPOOL, thence by Route No.10 H to BELMORE.

S.P. to:-	Distance	Time.
LIVERPOOL (Scott St)	16. 5m	1 hr 6 mins
LANDSDOWNE (Woodville Rd & Hume Highway)	21.75m	1 " 27 "
BELMORE (Canterbury Rd & Wileys Ave)	28. 5 m	1 " 54 "

ROUTE "F"

Follow Route No.20 to LIVERPOOL, thence by Route No.13 A to SUTHERLAND, thence by Route No.10 I to SYLVANIA,

S.P. to:-	Distance	Time.
LIVERPOOL (Scott St)	16. 5m	1 hr 6 mins
HEATHCOTE	30. 5m	2 hrs 2 mins
SUTHERLAND	35. 0m	2 hrs 20 mins
SYLVANIA	39. 0m	2 hrs 36 mins

ROUTE "G"

Same as route "F" to LOFTUS.

ROUTE "H"

Follow Route No.20 to LIVERPOOL, thence by Route No.10 H to BLAKEHURST.

S.P. to:-	Distance.	Time.
LIVERPOOL (Scott St)	16. 5m	1 hr 6 mins
LANDSDOWNE (Woodville Rd & Hume Highway)	21.75m	1 " 27 "
BELMORE (Canterbury Rd & Wileys Ave)	28. 5m	1 " 54 "
BLAKEHURST (Cnr. Belmore Rd & Princes Highway).	33. 0m	2 " 12 "

ROUTE "I"

Same as Route "H" to BANKSTOWN.

ROUTE "J"

Same as Route "H" to NTH BANKSTOWN. thence by Route No.3- to STRATHFIELD.

ROUTE"K"

Follow Campbelltown Rd. to CAMPBELLTOWN, thence turn right and follow Route No.14 K, through APPIN to top of Bulli Pass, Mt. Keira Pass, WOLLONGONG, (Junc Mt Keira Road & Princes Highway),

S.P. to:-	Distance	Time.
CAMPBELLTOWN	5m	20 mins
APPIN	15m	1 hr
Top of BULLI PASS	26 m	1 " 44 "
WOLLONGONG (Junc Mt Keira Rd & Princes Highway)	39m	2 " 36 "

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CIRC. NO. SY.480. APPENDIX "D"

1 AUST. DIV.

ORDNANCE ADMINISTRATIVE INSTRUCTION

1. W.E. STORES & EQUIPMENT.

2 Div units being relieved by 1 Div units will move with all stores covered by W.E.T. excluding ammunition.

Equipment of incoming Units will be brought up to present strength of Units being relieved. Consequently transfers may be necessary in some instances. This applies particularly to Engineering equipment, Amb. equipment and Sig. equipment. Mutual arrangements will be made between respective Units.

2. WEAPONS.

The following transfers of weapons will be made by independent arrangement between Units:-

(a) 56 Bn. transfer to 1 Bn. 23 Bren guns.
(b) 54 Bn. transfer to 45 Bn. 24 Bren guns.
(c) 30 Bn. transfer to 17 Bn. 10 Bren guns.
(d) 35 Bn. transfer to 18 Bn. 11 Bren guns.

Transfer to be completed by 1 June 42.

3. SIG. EQUIPMENT.

1 Div Sigs will take over all Sig equipment and withdraw instruments etc. to Bde. Stores where necessary.

4. EQUIPMENT IN EXCESS OF W.E.T.

Where 2 Div units hold weapons or other equipment in excess of W.E.T. (under special approvals) the excess will be transferred to incoming 1 Div units.

5. AMMUNITION.

2 Div units will transfer to respective 1 Div units all W.E. ammunition, including extra held for defensive fire task. W.E. ammunition held by 1 Div units will be taken over by the 2 Div units as directed by 2 Div.

6. CAMP EQUIPMENT.

Where Camp Equipment in excess of W.E.T. is held on issue from Camp Staff Officers, it will be returned to C.S.O. and re-issued to incoming Unit as required.

Where Camp Equipment in excess of W.E.T. is NOT held on issue from C.S.O., it will be transferred to incoming Unit direct.

2 Div units moving out will submit, not later than 27 May 42, requisitions A.A.F. F1 to A.D.C.S. 2 Div for Camp Equipment other than W.E.T. items, required to be drawn from Camp Q.M. at new location.

Any surplus Camp Equipment in an area not required by incoming Unit will be taken over by C.S.O.

Incoming and outgoing Units will move with blankets, palliasses and groundsheets.

Transfer of stores and ammn. from outgoing 2 Div units will be made to Adv. Parties of relieving 1 Div units.

A.A.F. F.6 will be completed and forwarded to A.D.O.S. 1 Div before 2 June 42.

7. OFFICE FURNITURE.

Office furniture on issue to 2 Div units will be transferred to incoming 1 Div units.

8. GENERAL.

All doubtful points should be referred to Bde Ord W.O's who will visit Units daily during the change over, or to A.D.O.S. or D.A.D.O.S. 1 Div.

Immediate action is necessary by all units to prepare for the change over. An immediate start should be made to prepare all necessary transfer vouchers (F.6). The closest co-operation between "Q" staffs of corresponding units is necessary to ensure that the hand-over will take place with the minimum of difficulty.

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CIRC. NO. SY.480 APPENDIX "E"

I AUST. DIV.

"G" ADMINISTRATIVE INSTRUCTION

1. M.T.

All M.T. will be retained by units of 1 Aust Div and 2 Aust Div.

2. QUARTERING.

All buildings and properties now occupied by units will be vacated by date of withdrawal and marching out certificates (P3) forwarded to respective Camp Staff Officers not later than 2 Jun.

Units requiring any property will submit requisition (A.A.F. P.101) to Camp Staff Officer in respective Sectors.

Units will NOT, under any circumstances, occupy any buildings, vacant allotments, or grounds of buildings until approval has been given by Camp Staff Officer.

"G" Staff, 1 Aust Div, is the ONLY authority other than Camp Staff Officer, who may give approval for URGENT operational requirements, to occupy buildings, vacant allotments, or grounds of buildings.

3. RATIONS.

B.A.S.C.O's of Bdes. will make all necessary arrangements for Rations and Expense stores to be available to units on arrival at their respective locations.

4. ENGINEER STORES.

Engineer Stores incorporated in defensive works will remain in situ.

All tools (picks, axes, shovels, etc.) in excess of W.E. and Engineer Stores not yet erected MUST be returned to Eng Dumps in respective Sectors prior to 30 May 42.

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WAR DIARY
Copy No 12
WAR DIARY

AUSTRALIAN MILITARY FORCES

SECURITY Copy No. 69

JW/DO

H.Q. I AUST DIV.,
HOME FORCES.

26 May 42

Circular No.SY.482

DISPOSITIONS I AUST DIV
RELIEF OF 2 AUST DIV UNITS BY I AUST. DIV.
(AMENDMENTS)

1. H.Q. 1 Aust Div Circular No.SY.480 of 23 May 42 is amended as follows:-

(a) Delete all reference to 13 Garr Bn.

(b) Add para 11(a) "All watches will be synchronised with H.Q. 1 Aust Div time by arrangement with 1 Aust Div Sigs".

(c) Add para 11(b) "Welfare Officers attached to 5 and 8 Inf Bdes will not move with these units but will be attached to 9 and 31 Inf Bdes respectively on their arrival in 1 Aust Div area".

2. Appendix C of 1 Aust Div Circular No.SY.480 is amended as follows:-

(a) Move No.6 in "route" column delete "D" and substitute "B".

3. Appendix D of 1 Aust Div Circular No.SY.480 is amended as follows:-

(a) Add to para 2 Weapons:-
sub-para (c) "56 Bn transfer to 1 Bn--5 Rifles A/Tk Boys".

(b) Delete "Transfer to be completed by 1 Jun 42",
Substitute:-
"The recipient of transferred weapons will prepare the transfer voucher as a demand on the outgoing unit concerned. The transfer will be completed by Adv party of incoming unit and forwarded to A.D.O.S. 1 Div on 1 June 42.

All components will be transferred with weapons".

(c) Para 3 Sig Equipment delete from "1 Div Sigs...to .....where necessary",

Substitute "Standing installations will be transferred. Otherwise units will take their own holdings with them".

(d) Para 5 Ammunition.
Add "2 Div units vacating 1 Div area will arrange to take over U.S. Ammunition from relieving 1 Div units at present locations of unit dumps.

(c) Add para 6(a)
"Containers Cooking & Insulators Containers: 56 Bn will transfer to 1 Bn all containers and insulators handed over by 1 Bn to 56 Bn on previous changeover".

Acx.

(J. C. LITCHFIELD) COLONEL,
A.A. & Q.M.G. I AUST. DIV.

Distribution:

As for Circular No.SY.480
A.D.O.S. 2

WAR DIARY
appx No 13

AUSTRALIAN MILITARY FORCES.

DG/BM

S.3441.

HQ, 1 Aust Div,
HOME FORCES.

29 MAY 42.

S E C R E T

Subject: 1 AUST DIV INTELLIGENCE SUMMARY NO 24
FOR WEEK ENDED 29 MAY 42.

DISTRIBUTION:

RAA	2
RAE	2
Sigs	2
5 Inf Bde	3
8 Inf Bde	4
25 Inf Bde	4
ASC	4
5 Fd Amb	1
8 Fd Amb	1
18 Fd Amb	1
1 Aust Div Trg School	1
1 Aust Div Provost Coy	1

COPIES TO:

2 Aust Corps	1
NEW L of C Area	1
2 Aust Corps Int Sec	1
2 Aust Div	1
1 Mot Div	1
10 Aust Div	1
9 Inf Bde [illegible]	4
2 Air Liaison Sec	1
G.1	1
AQ	1
ADMS	1
D.PM	1
War Diary	2
File	1
31 Inf Bde	3

Enclosed are copies Nos.....of 1 Aust Div Intell Summary No 24 for week ended 29 May 42.

for (H.N.HEADFORD.) Colonel,
General Staff 1 Aust Div.

S E C R E T

1 Aust Div Intell Summary No 24.

1. ENEMY.

There has been no enemy action in 1 Aust Div Area.

A yellow warning was received on the 27 May at 1415 hrs. A yellow warning was also received on May 29 at 0521 hrs. The all clear was received at 0818 hrs.

2. OWN TROOPS.

Trng has been carried out where possible and the forward tps have been maintaining the defence works.

The 13 Grn Bn has been withdrawn to the Cadre Area preparatory to making a move and the 34 Bn has moved up and taken up the positions vacated.

Range practices were continued by the tps of the 28 Bde.

On May 42 the 34 Bn had to practise the move which lasted all day. The route taken was via PICTON to a harbourage point vicinity ALYNERTON ref AITKGOING MB square 4850.

The same route was taken on the return journey

3. TOPOGRAPHY.

Road MR BROKEN B.Y 903436 to 904484 is still under construction.
" " " 251409 to 237381 western arm C.2(3)
" " WILSON MB 775313 to 778336 road under construction. To be all metal.
" " BROKEN B.Y MR 190544 to 193537. C.2 earth.
" " " " 193537 to 196513 C.1 metal

Bridge: MR 775313 undergoing repairs.

PEATS FERRY: MR 202554. Both ferries now in commission. One still slightly damaged.

DEE WHY LAGOON: No change in Lagoon other than an increase of water level of 4½ ins.

NARRABEEN LAGOON: A temporary levee at the mouth of the Lagoon has effectively blocked the outward flow of water and tidal influence. The water level has risen 3 ins during the past 7 days.

Road Report -- HORNSBY - GALSTON

MR 100375 to 050420 (Military route 2a)

Road via GALSTON GORGE is closed to normal traffic pending repairs to slip at approx 075-15. Emergency through traffic can proceed past barriers which are erected at bout ¼ mile from GAISTON and about ½ mile from PACIFIC HIGHWAY.

Repair work should be completed by June 1st.

3. TOPOGRAPHY.

Road Report

Young St, WATERLOO.

Young St WATERLOO between Powell St and McEvoy St is permanently closed to vehicular traffic. Not on any defined Military Route

Road Report

BOBBIN HEAD Rd via North TURRAMURRA to BOBBIN HEAD. Ref 139313 to 164408. See Appdx No 1.

Road Report

Turnoff in BOBBIN HEAD Rd ref 155373 to junctions of BOBBIN HEAD Rd ref 162406. See Appdx No 2.

Report on Dams in BOBBIN HEAD Area.

See Appendix No 3.

Recce Report

Bridge ER 196212. See Appendix No 4.

Extract from Appreciation in the MALAY. - SUMATRA Campaign(Air)

See Appendix No 5.

German Version of CRETE.

See Appendix No 6.

Organisation of a defensive position.

See Appendix No 7.

4. SECURITY.

Brown out conditions.

The brown out processing on the globes of some of the street-lights in the MANLY VALE - BALGOWLAH area is wearing off and the lights are showing out to sea. Several of these lights have been extinguished under orders from the coy cond in this area. The black out so far as residences are concerned is successful.

Censorship.

Work of security offrs in most units is being hampered by the ease with which soldiers can evade military censorship by use of civil postal, telegraphic and telephonic facilities. While these facilities remain wide open to tps, there is a tendency to flout censorship regulations. Reports from District Censors indicate that most soldiers use civil mail channels through ignorance, but among certain units antagonism exists towards censorship. Until agreement can be reached between GHQ (Aust) and the Post-Master-General's Dept and the Commonwealth Posts and Telegraph Censorship on a uniform system of censorship and security practices, unit offrs can best assist security by a vigorous and conscientious campaign pointing out to tps the underlying reasons for censorship, how any use of civilian post office facilities helps unwittingly to spread info of unit whereabouts, and /

4. SECURITY.

Censorship (Contd.)

appealing to the common sense of typ[illegible] help to close this channel through which military infn can leak.

5. GENERAL.

Enemy Air Losses.

The total enemy air losses in the AMBOINA area since the commencement of hostilities to [illegible] are as follows -

Destroyed	-	301 *
ProbablyDes	-	85
Damaged	-	120

*. Includes the following enemy carrier borne A/C destroyed or damaged by Naval action.

Destroyed	-	109
Damaged	-	26

(Table from Allied Air Forces SWPA Area Intell Summary Serial No 1.)

Points regarding the JAPS.

The following is a summary of the interesting points brought out in the interrogation of four JAP personnel who escaped from the Prison Camp in AMBOINA to THURSDAY ISLAND -

(i) Dutch "Scorched Earth Method". It appears that the Dutch destroyed some oil stores before they fell into JAPANESE hands as the escapees reported seeing numbers of 4 engined B/Bs taxi-ing along on the water with engines revving madly, unable to take off. JAPANESE guards later confirmed this suspicion.

(ii) Mines. Although the surrounding waters near AMBOINA had been swept by the JAPANESE prior to the attack, one of the cruisers of the covering force was seen to blow up, presumably as a result of striking one of these mines.

(iii) Use of Allied Uniforms. Future use of Allied uniforms by the JAPANESE can be anticipated as the escapees were members of a working party loading captured uniforms on to ships in AMBOINA Bay.

(iv) Medical. The JAPANESE attended to our wounded quite well, and permitted our medical people to attend to our own wounded. In dealing with their own casualties, they appeared callous in the extreme.

When badly injured personnel were brought in, they were given a needle and allowed to expire. Bodies were later disposed of by incineration.

(v) Japanese Grenades. It is reported that the JAPANESE grenade is ignited by means of extracting a pin and blowing into the hole until the grenade ignited. It is estimated to have a six second fuse. They are reported to cause little damage, their worst effect being noise and concussion. Numerous cases were seen of JAPANESE finding our grenades and using /

5. GENERAL.

(v) Japanese Grenades.(Contd)

their methods with the amusing but obvious results.

(vi) Use of Captured Explosives.

The Japanese almost without exception dumped our explosives in the Bay. Perhaps as the result of their unsuccessful use of our explosives in previous cases

APPENDIX NO.1.

ROAD REPORT.

ROUTE: PACIFIC HIGHWAY, REF.139313 BOBBIN HEAD ROAD via NORTH TURRAMURRA TO BOBBIN HEAD, REF.164406.

DISTANCE: 6¼ miles.

DATE OF RECCE: 20/5/42.

REF MAPS: BROKEN BAY 1: 63360

NATURE: The road is Al sealed surface throughout. From ref 139313, it passes along level country till the LADY DAVIDSON HOSPITAL is reached at ref 154373, from this point it enters the KURING-GAI CHASE and winds down a steep grade until COWAN CREEK is reached at BOBBIN HEAD.

GRADES: From ref 155376, the road takes a continuous steep, downward grade to BOBBIN HEAD at ref 162407.

BRIDGES & CULVERTS: There are numerous well-formed culverts of concrete construction.

FENCES: Safety fences on all curves and embankments.

SURROUNDING COUNTRY: From ref 139313 to ref 154373, the road passes through a thickly populated area on the outskirts of PYMBLE, TURRAMURRA, NTH TURRAMURRA. From ref 154373, the surrounding country is heavily timbered rugged gorges.

IMPORTANCE: In the case of enemy infiltration from the HAWKESBURY and COWAN CREEK, this road could be used by all types of transport and outflanks the forward beach defences but to counteract this, the road has been mined at ref 155386 and ref 162407 thus rendering the road impassable after the mines are fired.

AIR COVER: There is no air cover from ref 139313 to ref 151364 as the road passes through populated area; at ref 151364 there is cover in a small forest area where traffic can pull off the road. From ref 151364 to ref 155376 air cover is again nil as this area is well built on. From ref 155376 to BOBBIN HEAD is a heavily timbered area but does not provide very good air cover owing to the fact that M.T. cannot pull off the road because of cuttings and embankments.

TRAFFIC CONTROL: Ref 151364 145337 143337 141326

TELEGRAPH & POWER: Telegraph and Power lines follow the road to ref 155376 thence run overland via the Old Bobbin Head Road to BOBBIN HEAD.

REPAIR MATERIALS: There is an abundant supply of rock and timber close to the road.

DETOURS: There is an alternate route from BOBBIN HEAD leading to the Pacific Highway at HUNT COLAH ref 115390 but the bridge over COWAN CREEK ref 162409 was completely washed away during the heavy rains of March '42 and has not been rebuilt. This road is also mined. There is a detour via the old Bobbin Head Rd from ref 155376 to ref 163408 shown on attached report.

APPENDIX NO.2.

ROAD REPORT

ROUTE: From turn-off main BOBBIN HEAD RD. Ref 155376 to junction of BOBBIN HEAD RD at Ref 162406.

REF MAPS: BROKEN BAY 1: 63360.

DISTANCE: 2.8 miles.

DATE OF RECCE: 20 May '42.

NATURE: From turn-off at ref 155376 rd follows flat ridge to 163400, surface unsealed sand-stone. Classification B2. From ref 163400 road descents steeply in a series of sharp curves to junction of Bobbin Head Rd. Classification C3. Surface unsealed sand-stone.
This is the old Bobbin Head Rd and since it is fallen into disuse a rangers cottage has been erected on the road at ref 163408 blocking it at that point. Recent heavy rains have damaged portions of the road between ref 163400 and ref 163408.

GRADES: Between ref 155676 and ref 163400, nil. From ref 163400 to the end of the road very steep grades are experienced.

BRIDGES & CULVERTS: Nil.

FENCES: Unfenced throughout.

SURROUNDING COUNTRY: From ref 155376 to ref 163400 the road passes along a flat sandy ridge covered with burnt scrub. From ref 163400 to ref 162406 country is very rugged covered with burnt timber.

INTERFERENCE: Although mined at ref 16[illegible]5 this road could be used by enemy infantry, infiltrating from COWAN CREEK. There would be no means whereby M.T. or A.F.V's could gain access to this road.

AIR COVER: Slight cover for Infantry only.

TELEGRAPH & POWER: Telegraph follows road throughout.

REPAIR MATERIALS: Good supply of rock and timber adjacent to road.

WATER: There are two dams at ref 16053985 and ref 156385 providing good drinking water.

DETOURS: There is a detour along main Bobbin Head Rd. See attached report.

APPENDIX No.3.

REPORT ON DAMS IN BOBBIN HEAD AREA.

Date of Recce 20/5/42.

At ref 16053985 there is a dam in a re-entrant approx 40 yds from the main Bobbin Head Road. It is under the protection of the Kuring-gai Trust and supplies good drinking water. The dam is constructed with concrete retaining wall approx 25 ft in length. Although the dam is slightly silted up, the depth of water in places is still approx 6 ft. There is a pipe-line leading from the dam to BOBBIN HEAD and is exposed on the surface of the road throughout.. Water may also be drawn straight from the dam.

At ref 156385 there is a similar dam to that mentioned above, but heavy rainfall has brought silt from the hills and filled the dam, thus leaving only a small storage capacity, but this could easily be remedied.

At the time of the recce there was a steady flow of water into these dams.

RECCE REPORT

Bridge ref Map SYDNEY 096212.

Part 1. The bridge is of concrete and steel construction capable of carrying all types of M.T. Of strategical importance as it is a connecting link between Concord and Rhodes. No nearby alternate route is available.

Part 2. ROAD Classification All concrete surface.
CONSTRUCTION: Cylindrical concrete piers, steel truss superstructure, with a lifting span to allow passage of shipping.

DIMENSIONS:

Length	1133ft 4 in
Width of road	30ft
Width of footpath	6ft
8 spans each of	81ft
2 approach spans	154ft
1 Lifting span	110ft
Vertical lift above water level	80ft

Height above water level 38 ft.

SURROUNDING COUNTRY: Little cover available for troops only.

MATERIALS FOR REPAIR: None available.

ALTERNATE ROUTE: No nearby alternate route.

DG/BH

APPENDIX NO 5.

EXTRACT FROM A PRECIS... IN THE MAL...-SUMATRA C...PAIGN (AIR) PREPARED BY GROUP CAPT.IN McC..ULEY RAAF 17/3/42.

OPER..TIONAL.

The operations in the FAR EAST Cond showed the need for decentralisation of operational control. Time and opportunities were lost by cond becoming involved in the details of the ops. On occasions there arose the spectacle of some relatively junior offr at AHQ Cont..l issuing orders to the Station Commander regarding operati..al use of his aircraft. Under such circumstances, the Station Commander may become if he were to permit it, the mere conduit for the orders which have come from AHQ. Compared with this type of control is the example of what happened in SUM..TRA. There, owing to the failure of communications, a direct order if was given to the Station Commander. He ordered the details and was responsible for the execution of the superior's intention. The operations of the 15 February [redacted]") were carried out in this manner. It is thought, that as present day air operations are so liquid with rapidly changing factors, that the detailed employment of the aircraft should be left to the Station or Unit Commander after cond has expressed the intention.

Army co-operation control in FAR EAST Cond gave rise to some practical problems.

For instance, Nos 21 and 453 Squadrons were, at one stage, virtually "turned over" to the Army for close support. There was an instance on the part of the Army to undertake air co-operations, the result of which must have, and in fact did appear doubtful or insignificant to an air-force officer.

This did not apply to Nos 21 and 453 Squadrons. When the GOC was an Army Offr there appeared to be an insistance on carrying out striking force operations in support of the Army when alternative and more effective tasks were available. For example, on one occasion due, without doubt, to Army insistence, bomber aircraft were employed in the attacks against small boats in the Moese River, on the West Coast of MAL..YA. At that time SINGORA was the base from which the whole of the ...NESE land forces in MALAYA were drawing supplies The efficiency of a heavy attack against SINGORA in relief of the military situation was discussed, but it was not until much later that SINGORA was attacked. The attacks in the MOESE River produced negligible results.

SITU..TION OF AERODROMES.

When reference is made to the inadequacy of the defence on the ground, it is made to embrace not only the local defence of the aerodromes, but also the general Military plan in the area. The aerodromes in the Northern MAL..YA were never at any time afforded any more protection in the Military plan than was the northern part of MAL..YA itself. By this, it is meant that the Military defence of northern MAL..YA seemed to provide for the fighting of a delaying action only, whilst the main military defence of SINGAPORE depended upon the holding of the line BATU-P..T-KERING. It would also appear that the military appreciation overlooked an enemy drive down the west coast of MAL..YA and the enemy advance down the GRIK Road was a complete surprise to the inadequate military forces which were holding the line in the north PERAK. The aerodrome at KOTA BAHRU, SUNGEI, P..T..NI, BUTTERWORTH and PENANG all fell to the enemy in an amazingly short space of time, due quite as much to the advance of the enemy's military forces as from attack from the air.

SITUATION OF AERODROMES. (Contd.)

It is obvious that it is essential if aerodromes are to be held with the confidence which is necessary to carry out full operational commitments, that the lines of defence forward of the aerodromes must be held by adequate forces.

In northern MALAYA the anti-aircraft defences on aerodromes were, without exception, inadequate. For instance, at KOTA BAHRU, the total anti-aircraft defences consisted of two 3.7" A A guns. At KOTA BAHRU the heavy AA guns proved totally unsuitable against low flying attacks. At SUNGEI-PATANI the AA defences consisted of 4 BOFORS guns. The Bofors guns at SUNGEI-PATANI diverted low level attacks, but once the enemy had discovered the absence of heavy AA defences they carried out successive medium level bombing attacks after the defences had been reduced. These examples demonstrate that the AA defences of an aerodrome must consist of both heavy and light AA weapons. MG's and LMG's are not suitable for AA defence and no great reliance should be placed in them.

COMMUNICATIONS.

As dispersal is so vitally necessary in the present type of aerial warfare, it follows that communications with units must become strung out: ops from satellite aerodromes and strips also become necessary. Under these circumstances the erection of emergency communications is necessary. It is therefore strongly suggested, following the experience at PALEMBANG, that there should be formed as a branch of the Signals Sec, a Field Signals Organisation which is equipped for the rapid laying of communications lines from op HQ to squadron dispersal areas and the like. The Army Fd Signals organisation and equipment might be well examined if such a sec is being considered.

UNIT GROUND DEFENCE.

Personnel should be specially and provided solely for these duties. Tradesmen should not be drawn from maintenance crews for defence duties at the expense of aircraft serviceability. All personnel should be suitably armed. In MALAYA there were occasions where the enemy attacked aerodromes by land, while aircraft were still operating. Had ground personnel been suitably armed, the enemy could have been impeded to a certain extent, and the personnel would not have had the disconcerting experience of being defenceless in the face of the approaching enemy force.

OPERATIONAL FLYING.

When working in secs, each sec should always comprise the same two pilots. By flying together continuously a great feeling of confidence is established in each other. If a number 1 can always rely on number 2, he will concentrate on the job in hand, and not in self preservation.

Undue fatigue should be guarded aginst in pilots, and where flying is heavy, maximum comfortand good food should be arranged. Recreational hours, if possible, should be spent away from the Station.

Pilots should be encouraged to take a personal interest in their aircraft, thereby increasing their confidence in that aircraft.

Aircraft identification is nearly half the battle. Rear guns sometimes come as a rude shock.

Intelligence Summaries in easily digestible form should be made available to and studied by aircrews.

OPERATIONAL FLYING. (Contd)

Fireproof clothing should always be worn. Impregnated sidcotts and gauntlets are proof against burns from petrol fire when "bailing out".

Proper briefing of all pilots should be carried out before each operation.

R/T communications should be kept to absolute minimum to avoid D/F/ing by enemy. When used it is essential that the pilot does so calmly and intelligently.

Instrument flying is most important, and a high standard should be aimed at.

Pilot at all times should know where the front line is situated.

SECRET

DG/DS

APPENDIX 6

GERMAN VERSION OF CRETE

The following is the summary of a paper on the invasion of CRETE read by a German Staff Officer to the BULGARIAN Military Academy:-

The invasion of CRETE was regarded by the Germans as a major operation and required very considerable preparation. Large quantities of aviation spirit had to be transported by aeroplane from SOFIA and BELGRADE to the airfields in GREECE.

The British were well informed on the subject of these transports of petrol. Indeed, it was later found that there were many British agents transmitting info with small wireless sets to the British Headquarters in CRETE.

A few days before the attack recce aircraft were sent over the island in order to locate British AA guns and military posns. The guns and posns were to be attacked intensively by Stukas according to the German plan and parachute troops were to follow. Unfortunately, however, the British were expecting the attack, and almost completely deceived the German aircraft firing not with their main A/A guns but meeting the aircraft with a fire, which gave an entirely erroneous impression of the location of the British guns and posns. This very nearly proved fatal to the German attack during the first two days.

The first parachute tps suffered tremendous losses, and for 48 hours the German High Command in GREECE received no news from their tps on the island. Points which the Germans thought unprotected were found to be the most heavily guarded. The British discovered the code of signs between the parachutists and their aircraft and were making use of them with the result that arms and munitions were being supplied to the wrong tps.

After the first two days, the decision was taken to send tps by sea. The risk was great but it had to be attempted. Tps were assembled in a special convoy of small naval craft and were escorted by one or two ITALIAN destroyers. The convoy had a tragic fate when it was met by the British Fleet. Only a fraction of the German forces reached the island, and even after the island had been captured bodies of German tps were still being washed ashore.

The fraction of troops who did reach CRETE fought extremely well, and may have been responsible for the first German successes. They were the first to organise a regular wireless service with the mainland, and for several days the Germans concentrated on sending reinforcements to these tps, which enabled the Germans to obtain a firm footing on the island.

The operations would have been extremely difficult - perhaps even impossible - if the British had had fighter protection. The exceptional bravery of the British tps was praised and some examples of this were given.

The hardships which the Germans had to endure in the Southern part of the island were even greater than the actual landing. The mountains are some of the most difficult to cross, especially when the narrow passes are held by the enemy. Lack of water was the most terrible ordeal the tps had to suffer, and an instance was quoted of a well which was captured three times by the NEW ZEALANDERS merely through want of water.

The behaviour of the British tps was exemplary and gentlemanly. The opinion was expressed that there were no acts of cruelty by the British tps. Indeed some of the local population had to be punished by the British authorities for acts of cruelty to the German parachute tps.

SECRET.

APPENDIX 7

ORGANISATION OF A DEFENSIVE POSITION

Orders for the German 90 Light Division at SOLLUM

The following extract from a document recently captured at SOLLUM is of interest.

The dispositions envisaged in this order differ considerably from the theory of the German Training Manuals, especially where they concern AA Defence, but they fall into line with all that we have learnt of German practice in LIBYA as regards the use of AA guns in an A/Tk role. What is most revolutionary about this Order is the directive to the infantry to concentrate their fire against aircraft in the first stages of the attack, leaving the AA guns free to deal with the tanks; likewise the use in stage 3 of aircraft in the defence is new to us.

1. Basic Considerations.

The Division will defend its allotted sector, i.e. each man will hold his own position to the last round against any attack ignoring the behaviour of his neighbours and any orders to the contrary. Our positions are so strong that they are impregnable if every defender does his duty.

As the front here is not solid, all sub-sectors (and in these, all strong points, and as a last resort, all firing positions), will arrange for all-round defence and an all-round field of fire.

If the enemy breaks into the ground between sub-sectors or surrounds these latter, sub-sectors will defend themselves to the last. If the enemy penetrates the sub-sectors, each strong point and each firing-position will be defended and the enemy penetration broken up by the concentric fire of all arms or by a bold-fronted bayonet charge.

The whole point of this battle on the SOLLUM front is to destroy the enemy or, failing this, to inflict maximum losses on him and delay him until the Tank Corps find a favourable opportunity to destroy him completely.

As the struggle will be principally against the enemy's tanks the defence must be built up round the A/Tk defence. This will have priority over everything else; all the best positions will be allotted it. Moreover, A/Tk defence means not only the protective positions of the A/Tk weapons (AA and A/Tk guns and rifles), but the position of any weapon that has any chance of successfully taking part in A/Tk defence. The enemy's tanks are the most important target of all arms. Weapons not employed in an A/Tk role will take over the defence of the weapons employed in an A/Tk task.

II. Course of the Fighting.

In the face of the attack by hostile tanks the battle will be split up roughly into the following stages (although these will obviously interlace):-

1st Stage

AA and A/Tk guns open up on the attacking tanks at the most profitable range. The main weight of fire will be reserved for tank concentrations and for AFVs attacking through gaps in the minefields.

The artillery will take as its principal target any enemy artillery accompanying the tanks, especially the guns which are firing. If there is no enemy artillery in action will join in the concentrations on the massed tanks.

The infantry will open up with MG and rifle fire on enemy aircraft giving close ground support to the attack. At this stage this is not the task of the AA guns.

2nd Stage.

AA and A/Tk guns and (as the enemy comes nearer) static guns and A/Tk rifles begin or continue engaging the enemy tanks. The nearest tanks will not be engaged; the guns may have to reckon on firing over the heads of the infantry.

The artillery continues engaging enemy artillery accompanying their tanks or the larried infantry following them. In the absence of such targets they will fire concentrations on tanks massing in back areas.

The infantry continues AA fire and also fires at the slits of the nearest tanks.

3rd Stage.

The real A/Tk weapons continue engaging the enemy's tanks, especially any that have broken in to our positions - their own comrades may even be in some danger from their fire but this will certainly be less than the danger from hostile tanks. All round observation is a vital necessity.

The artillery continues as before.

The infantry will, at this stage, be relieved of its A/Tk task by our own aircraft. It will destroy odd tanks which have broken in to our own positions by means of assault parties armed with petrol bottles, pole-charges, etc., and use its own weapons against enemy infantry following the tanks.

If the enemy succeeds in any measure in penetration the sub-sectors, he will be destroyed as soon as possible by encircling assault groups.

If the enemy tanks break into the ground between sub-sectors, the real A/Tk defence will take them on. The artillery and the infantry will continue to fire to the front, singling out the unarmoured attackers.

Immediately the attack has been broken off the defence will be reorganised.

III. General

These directives will be thoroughly studied by all commanders. The men will be regularly instructed in this sense by Company Commanders and so schooled in the ground or until their positions that, in an emergency, every man will act independently in the way the higher commanders would have ordered.

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WAR DIARY or INTELLIGENCE SUMMARY

H.Q. 1 AUST. DIV.

Army Form C.2118 (adapted.)

(Erase heading not required).

Unit 1 Aust Div *Date and Time.—From* 0001 hrsJun 1 *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
Burwood	Jun 1		Sitrep No change.5 Bde.	
		0900	18 Bn established at St Ives showground 0900 hrs	
		0750	17 Bn " " French's Forest . MR SYDNEY 234298 at 0750 hrs.	
		1100	8 Bde leaving Thornleigh at 1100 hrs	
		1130	9 Fd Coy arrived cadre camp MR B.Bay 179348	
		1205	9 Fd Amb " " " MR B.Bay 169320	
			Recd Eng. report for week ending 28/5/42	
			~~1 Div Op Inst No 19 distributed to all units.~~	~~See attd copy.Appx No 1.~~
			Recd from 2 Aust Corps revised O.O.B.	
			Jap Subs attacked in 1 Aust Div area.Depot ship sunk.	
Burwood.	2 Jun	1010	28 Bde.No change in disposns.	
		~~1045~~	~~Hand over between 5 and 31 Bdes now complete.~~	
			9 Bde disposns .9 Fd Regt B BAY 135300. 41 A/Tk Bty B.BAY 175342	
			50 Div Ord Fd Wkshop B BAY 068314 . 50 Div Ord Fd Pk B.BAY 065313.	
		1215	9 Fd Amb HQ St Ives MR B.BAY 163320 . ADS Frenchs Forest MR B.BAY 237301, MDS Pennant Hills Golf House MR Sq 0529	
		1750	Recd Infm from 2 Aust Corps that Sitreps are to be submitted twice twice daily at 0700 and 1500 hrs.	
			31 Bde carried out a musketry shoot to seawards from St Michaels Golf Course.	
			Recd Copy of National Security Regs from 2 Aust Corps.	
Burwood	3 Jun	1000	No change in disposns of 9 and 28 Bde.	
		1117	31 Bde. Bde HQ MR Sydney 112003. 1 Bn MR 071074 .26 Fd Pk MR 122009. 116 Res MT B Coy MR 121012. 21 Fd Amb MR 031097.	
			~~7 Garr Bn MR 237124. 111A/Tk MR 118005. 45 Bn MR 054939.~~	
			307 LAD 079959.	
		1150	Recd request from 2 Aust Corps asking for further suggested CCP's.	

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

1

H.Q. 1 AUST. DIV.

Unit 1 Aust Div *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to *Appendices, Diaries, &c.*
BURWOOD	3 JUN	1500 1520	31 Bde Gp Ord Wkshop and Fd Pk now at LIV sq 8503. Message from 2 Aust Corps advising that in future sitreps will	
		1530	be issued in the form of daily Int Summaries. Sitrep from 28 Bde. HQ WOLL Sq 884513 HQ Coy 883514 A Coy 878515	
			~~BBBBBK~~ B Coy 887514 C Coy 879509 D Coy 885511. Inst on Signal Communication issued to all units. Recd 31 Aust Bde Op Inst No 6 and 7 recd .	See attd Appx No 2.
BURWOOD.	4 JUN	0500	15 Bty 104 A/Tk Regt replaced by 43 Bty 111 A/Tk Regt at WOLL 882491 .	
		0945	Message from 2 Aust Corps advising the despatch of two copies of PORT and JETTY infm for NSW.	
		1300	Insts recd from 2 Aust Corps to concentrate 7 Grn Bn at BROOKVALE in anticipationmof a move.(out of 1 Div area)	
		1805	Insts recd from 2 Aust Corps advising that the 10 Bn will arrive at WOLLONGONG on 9 10 and 11 JUN and come under Comd 1 Div.	
		2100	~~111 A/Tk Regt 42 Bty A Tp SYD 228083 and B Tp PORT HACKING 088946~~ Recd from 10 Aust Div Op Inst No 2.	
			" " " " " Int Summary No 5 " " L of C copy of O O B (Prov)Mobilization.	
			~~1 Aust Div Op Inst No 20 issued to all units.~~	See attd Appx No 3.
BURWOOD	5 JUN	0600	111 A/Tk Regt 41 Bty A and C Tps BROKEN BAY 175336.42 Bty A and B Tps SYD 228083 and PORT HACKING 088946 respectively.	
		1500	HQ 18 Fd Amb moved to DOUGLAS PARK to establish MDS at 1200 hrs and returned at 1500 hrs.	
		1905	34 Bn Dispositions. HQ Coy WOLL 835544 A Coy 812443 D Coy 710667 Report recd that a submarine was sighted off NEWCASTLE and that aircraft was investigating.	
		2150	Infm recd from 31 Bde advises that the 7 Grn Bn in the centre ~~sector has been relieved.~~	

D.3427/1.20.—C.4743.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div. *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information First Aust Army	Remarks and references to Appendices, Diaries, &c.
BURWOOD	5 JUN		Col. WILLS and Lt Col POWELL from 2 Aust Corps visited the 1 Aust Div Int Branch ~~[illegible]~~ .Left 1 Aust Div HQ at 1515 hrs and proceeded to ECTS Studley Park.	
			Recd from 2 Aust Corps Op Inst No 2. " " 10 Aust Div Int Summary. " " " " " Op Order No 1.	
			Meme further to 1 Aust Div Op Inst No 19 issued to units	See attd Appx No 4
BURWOOD	6 JUN	0600	Sitrep. 9 Bde . No change.	
			28 " . 34 Bn .HQ Coy WOLL 812443 D Coy 710667.	
			31 " . All 7 Grn Bn personnel now concentrated at Centenial Park.	
		1245	7 Grn Bn advises that half the Bn is now concentrated atbBrookvale and the remainder is on the move. 1at	
		1500	Infm recd that a submarine was reported 29 deg 56 miles SOUTH long 153 45 miles EAST	
		1500	~~Infm recd from 2 Corps that a submarine was reported 3 miles from Pt Upright near WASP Island.~~	
		1858	2 Corps advises that a submarine was attacked by a bomber at 1625 hrs 170 deg from Malabar at 12000 yds.	
		1906	Insts recd that the Southern boundary of 1 Aust Div area was to be altered to exclude SUSSEX INLET to include TOMARONG & NOWRA then line of SHOALHAVEN River to BARKERS Creek.	
		2000	7 Grn Bn reports the Bn concentrated in the BROOKVALE area at 1800 hrs.	
			Recd the weekly Int report from 8 Bde 1 Aust Div Op Inst No 21 was issued to units. ~~Recd from 1 Aust Army Weekly Int Summary No 4.~~	See attd Appx No. 5.
			Copies of TngInst "Lessons from Ops Cyrenaica No 10" recd from 2 Aust Corps and fwdd to RAA 9 - 28 - and 31 Bdes.	
			Appreciation of the Centre Sector Situation recd from 31 Bde. " " " Southern " " " " 28 "	6

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div. *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	7 Jun 42	1100	Recd infm that 1 Aust Div Petrol Coy was closing at INGLEBURN Monday 8 Jun at 0900 hrs and reopening at AUSTRAL MR LIVERPOOL 8006(Sq).Phone AUSTRAL 6.	
		1700	Change in dispositions .28 Bde 34 Bn A Coy now at 884417 and ~~C Coy 915598 (KIAMA)~~	
			1 Aust Div Op Inst No 21 Amend No 1 issued to units.	See attd Appx No. 6.
			Weekly Intell Report recd from 7 Grn Bn. Recd weekly report from RAE.	
BURWOOD	8 Jun 42	0950	14 Fd Regt comes under Comd 1 Aust Div 8/6 to complete Arty 1 Aust Div to three Fd Regts. Instns issued to all units to amend Op Inst No 19. Regt to remain in present location. Personnel of Sigs to be transferred to Sigs 1 Aust Div forthwith.	
		2230	9 Aust Inf Bde advises that two fighting patrols have been established,covering MANLY BEACH and MONA VALE areas.	
			No change in dispositions. Dutch ship "TASMAN" carried out gun trials outside heads between 1300 and 1430 hrs today. Recd 31 Bde Intell Report . Recd 9 Aust Inf Bde Intell Report.	
			Log of events re shelling of SYDNEY night 7/8 Jun.	See attd Appx No. 7
BURWOOD	9 Jun 42	0600 1400	No change in dispositions. 34 Bn estab additional CRP at BULLI Pt.	
			116 Res MT to be relieved by 117 Res MT. Movement to be complete by 1700 hrs 10 Jun.	
			1 Aust Div Weekly Intell Summary No 25 issued to all units.	See attd Appx No. 8
BURWOOD	10 Jun 42	0600 1300	No change in dispositions. From 9 Inf Bde . 116 Res MT relieved by 117 Res MT .	

D.7135/2.39.—C.4733.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

Unit 1 Aust Div. *Date and Time.—From* ..... *To* ..... H.Q. 1 AUST. DIV.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	10 Jun 42.	1345	350 personnel of 10 BN arrivedvat WARRAWONG CAMP 2145 hrs 9/6. MR WOLLONGONG 885418	
BURWOOD.	11 Jun 42.	1230	A further 360 personnel arrived at WARRAWONG Camp 2140 hrs 10/6	
		"	A Coy 34 Bn now at DAPTO.	
			31 Bde rang and reported Sub off HUNGRY Pt .Later advised this message refferèd to a Sub reported off Pt KEMBLA.	
			The 31 Bde advises after investigation that the approx posn of	
		2205	the sub that shelled SYDNEY night 7/8 Jun was MR SYD297004. Report from 45 Bn OP advises light flashing on bearing135 deg.	
			Posn of OP MR ~~XXX~~ PORT HACKING 159938.	
			Naval liaison Offr leaves 1 Aust Div and reports to ACH on Monday 15 Jun.	
			Recd Weekly Intell Report from the 28 Bde.	
			Recd Op Inst No 21 from 28 Bde.	
			Recd report on the shelling of SYDNEY from 31 Bde.	(See attd Appx No. 18. Enemy Activities Summary Appx No. 1.)
			Tng Policy 1 Aust Div issuedvto Units	See attd Appx No. 9
BURWOOD.	12 Jun 42.	0600	No change in dispositions.	
		1230	Insts recd that 14 Fd Regt will revert under Comd 2 Div as from 0900 hrs 13/6.	
			Infm recd from 2 Aust Corps advises dusk to dawn patrol attacked sub on sight.	
			2 Corps advised that at 0556 Z/11 reported observing fire and explosion on a ship in a position 33 deg.32 mins S. and 151 deg 58 mins E .Navy and Airforce investigating.	
			Pilot reports 4 lifeboats in the vic of WOMBERAL following report of sinking.	
		1535	28 Bde advises 10 Bn HQ C and A Coys Sq8144 B D E and R Coys Sq 8841.	

D.313/5.43.—C.4743.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

Unit 1 Aust Div *Date and Time.—From* ..... *To* .....

H.Q. 1 AUST. DIV.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	12 Jun 42		No other change in dispositions.	
			War Diary AQ Branch 1 Aust Div fwd to 2 Echelon.	
BURWOOD.	13 Jun 42	0600	No change in dispositions.	
		1110	Inst recd that 77Grn Bn will be reorganisedon the internal security Bn basis,and will be replaced by 18 Grn Bn.	
		1924	Inst recd from 2 Corps that 18 Grn will come under Comd 1.Aust Div on arrival at HORNSBY.	
			Recd one copy of MILITARY DIRECTORY from L of C AREA.	
			Recd 2 Aust Corps Op Inst No 2 and amend.	
			1 Aust Div Op Plan No 3 issued to 9 28 and 31 Bdes.	
			Recd Engineers report for week ending 11 Jun.	
			Recd Weekly Intell Report from 31 Bde.	
			Signal Communication memo issued to units,	See attd Appx No. 10
BURWOOD	14 Jun 42	0600	No change in dispositions.	
			Advised Bdes and ASC that 18 Grn Bn arrives at HORNSBY 0530/16 and 17 Jun and comes under Comd 1 Aust Div on arrival at HORNSBY.	
		1330	25 Fd Coy now at MR WOLLONGONG 785415.	
			Infm recd from 2 Aust Corps confirming alterations to 1 Aust Div boundaries. New boundaries as follows, SOUTHERN boundary to exclude SUSSEX Inlet incl TOMARONG NOWRA and line of SHOALHAVEN R to BARBERS Ck. Northern boundary incl HAWKESBURY R UPPER COLO COMLEROY Rd to KURRAGONG.	
			L.D.C. meeting held at 1 Aust Div .1430 hrs.	See attd Appx No. 11

D.7485/2.39.—C.4788.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	15 Jun 42.	0600 1000	No change in Sitrep. 10 Bn dispositions now as follows: HQ ,B Coy D Coy E Coy and Res Coy(HQ) at WARRAWONG Camp MR 885420 A Coy 814442 C Coy MR 814444.	
			Recd one packet of Bridge information from 2 Aust Corps. " infm that 1 Div Tng School will be carrying out exercise throwing live grenades commencing 1330/16. FDC advised. Recd Infm that RAAF launch NORLEN will be carrying out night exercise . Launch will clear NOBBY'S LIGHT approx 0200/16 and will be due at SYDNEY 0900/16. Recd FIRST AUST ARMY Intell Report. Recd 28 Bde Weekly Intell Report. Recd 10 Aust Div Intell Summary. Attd is Duty Offr's log for night of 15/16 Jun 42.	See attd Appx No. 12.
BURWOOD.	16 Jun 42	0600 0730 1045 1415 1450 1455	No change in the dispositions. 9 Fd Regt & 41 Bty moved to HOLSWORTHY Range for range practice at 1815/15. Bty moved to range 0730/16 Dutch Ship BALIKPAPEN will carry out gun trials outside heads between 1000 and 1200 hrs 17/6. British ship ANHUI will carry out gun trials outside heads between 1300 and 1600/17 RAAF launch KOREE left SYDNEY for WEST HEAD at 1400 hrs.Speed about 25 knots. 111 A/Tk Regt 42 Bty now at MR PORT HACKING 105987. 18 Fd Amb closing BUNDANOON MR MOSS VALE 285205 reopened at ROBERTSON 1300 hrs. A Coy estab BERRY No 1 Lt Sect A Coy estab NOWRA Instn from 2 AustbCorps for Cipher Offr to attend Conference,20/6.	
			Intell Instn No 2 issued to units. Weekly Intell Report recd from 9 Aust Inf Bde.	See attd Appx No. 13.

D.3457/2.39.—C.4783.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118 (adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	17 Jun 42	0600	No change in dispositions.	
		1000	LONG BAY carried out an A.A. 3.7 shoot.	
		1225	1 Bn A Coy relieved D Coy at MR SYDNEY 237124.	
		2120	18 Fd Amb estab at MR KIAMA 550265 MDS,688056 NOWRA ADS No 1	
			1t Sec estab MR KIAMA 523113.	
BURWOOD	18 Jun 42	0600	ADS 18 Fd Amb now at NOWRA 595972.	
		0900	31 Bde HQ moved out to estab Fwd HQ at MR SYDNEY 042013.	
		1015	31 Bde Fwd HQ now estab MR SYDNEY 042013.	
		1021	Instns recd from 2 Aust Corps : 12 A.Fd Regt will be allotted to 1 Aust Div and come under comd. Instns issued to units to amend Op Inst19.	See attd Appx No. 14
		1315	18 Fd Amb on exercise now at MR KIAMA 522122,ADS NOWRA MR 596955.	
		1400	31 Bde Fwd HQ closing down 1430 and returning to MR SYDNEY MR113003	
		2015	Infm from 2 Aust Corpsadvises that a new combined Intell centre known as NEWIC at 10 AustDiv as a subsidiary centre to COIC SYDNEY	
			1 Aust Div OP Inst No 22 issued to units.	See attd Appx No. 15
			2 Aust Div Op Inst No 4. recd .	
BURWOOD	19 Jun 42	0600	No change in dispositions.	
		1115	41 Bty A/Tk shoot at LONG REEF cancelled.	
		1040	Inst from 2 Aust Corps advises that 12 A Fd Regt is ATTACHED NOT transferred.	
		1715	2 Aust Corps advises the despatch of one packet of bridge infm and packet of route recce report forms to 1 Aust Div.	
		2100	45 Aust Inf Bn reported lights off JIBBON Beach . Turned out to be lightning.	
			ATM's 8 and 9 issued to units.	See attd Appx No. 16

D.3151/5.39.—C.4793.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

1

Unit 1 Aust Div. *Date and Time.—From* ..... *To* ..... H.Q. 1 AUST DIV.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	20 Jun 42	0600	No change in dispositions. Instn issued advising 31 Bde that following withdrawal of weapons from the 2 Mobile Aerodrome Coy they (2 Mobile Aero Coy) will come under comd L of C Area as from 25 Jun and will return to tng depots.	
		1405	Sitrep from 18 Fd Amb on trek advising that A Coy will estab ADS at NOWRA 588944 B Coy will estab ADS at KIAMA 826094	
		1419	Message tom2 Aust Corps suggesting locations for field firing ranges as follows: 9 Aust Inf Bde area LONG REEF GOLF COURSE. 31 Inf Bde area Green Hills exasting .28 Aust Inf Bde area bounded byref WOLL and CAM 9067,9467,9070,9470.	
			1 Aust Div Tng Inst No 5 issued to Units.	See attd Appx No. 17.
			1 Aust Div Intell Summary No 26 issued to Units.	See attd Appx No. 18 & 19.
BURWOOD	21 Jun 42	0600	No change in dispositions.	
		1345	MDS closed at BERRY 0900 hrs and reopened at ROBERTSON MR 608283. KIAMA . Bde Mortar School carrying out a shoot at LONG REEF Fd Firing Range 0930 to 1230 hrs 25/6. Recd infm that 1 Aust Div Tng School will be firing at LONG REEF Fd Firing Range 0900 hrs 29/6.	
		1445	18 Fd Amb on exercise advises MDS closed down BERRY.ADS A Coy now at MR 773305 KIAMA.	now at
		2132	19 Fd Regt advises HQ closed at INGLEBURN and reopening at SMEATON GRANGE 1600hrs.	
			Mechanisiation Circular No 97A issued to Units.	See attd Appx No. 19.
			M.B.I. Circular 42169 issued to Units	" " " " 20.
				L.

D.[illegible]

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

Unit 1 Aust Div. *Date and Time.—From* ..... *To* .....

H.Q. 1 AUST. DIV.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	22 Jun 42	0600	21 Recce Bn A Coy NOWRA MR 595940.	
		1230	51 Ord Fd Pk and 51 Ord Fd Wkshop now at MR SYD 047025	
		2200	44 A/Tk Bty now at MR SYD 081149. 19 Fd Regt now at MR CAM 755945. 9 Fd Regt now at MR SYD 136301.111 A/Tk Regt now at MR SYD 083144.	
			Circular on System of Veh Marking in War. distributed to units.	See attd Appx No. 21.
			Illowra Bty carried out Mortar shoot onto PERKINS IS.	
			HMAS Westralia carrying out exercise off 31 Aust Inf Bde Area.	
BURWOOD	23 Jun 42	0600	0500/9 Inf Bde message states : D Coy,PL MG's,2 Dets Mortars and 2 Dets Anti-Tanks of 18 Grn Bn came under comd of 9 Aust Inf Bde at 0900/22.CRP's taken over by 18 Grn Bn. 1500/22.	
		1100	2 Coys of 18 Grn Bn arrived PORT KEMBLA.	
		1400	Infm from 28 Bde advised that improvised grenades and blank SA will be fired in the vic. 20 Bn every night from 22/6 to 5/7.	
		1530	Informing 31 Aust Inf Bde that 2 Mob Aerodrome Coy is to be released on 24/6 .	
		1200	18 Fd Amb closed ROBERTSON at 0930 and opened MT KEIRA 1400/23. relieving 21 Fd Amb	
		1830	18 Grn HQ closed BROOKVALE 1500hrs and reopened at STRATHFIELD 1600/23.	
		1900	Infm recd from 2 Aust Corps that Col PENTON USA LO to 1st Aust Army will visit 1 Asut Div 2000 hrs 24/6.	
			Read Infm by phone that FDC tps will be on exercise in the FULLER'S BRIDGE Area 25/6 and will fire at CHATSWOOD Rifle Range 26/6.	
			Sig. Comm Appointments Code issued to Units.	See attd Appx No. 22.
			Circular on Sig Procedure issued to Units.	See attd Appx No. 23.
			Sig Communication - R/T Code issued to Units.	See attd Appx No. 24

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	24 Jun 42	0500	18 Fd Amb taken over 9 Aust Inf MDS.	
		0600	Sitrep. 31 Bde.42 Bty A/Tk.A Tp PORT HACKING 095987 B Tp 088946 C and D Tps 108984. 45 Bn A Coy PORT HACKING 151911.1 Bn A Coy now at SYDNEY 071046.	
		1250	FDC advised by phone that FDC tps will be in FULLERS BRIDGE area 25 and 26 Jun .Reptd to 9 Aust Inf Bde.Tps will NOT fire at CHATSWOOD Range on 26/6 as was previously suggested.	
		2130	Message to Div Tps and Bdes : 21 Recce Bn ,295 LAD and Sigs came under comd 1 Aust Div as from 1200 hrs 24 Jun . 48 Aust Inf Bn also comes under comd 1 Aust Div forthwith and will come under comd 9 Aust Inf Bde 24 Jun and remain present location.	
BURWOOD	25 Jun 42	0060	Sitrep: 42 A/Tk Bty HQ moved to PORT HACKING 106989. 18 Fd Amb B Coy is estab at PENNANT HILLS Golf House. 9 Fd Amb on exercise	
		0030	18 Fd Amb reopened APPIN. RAAF launch NORLEEN on tng cruise from NEWCASTLE to SYDNEY . will have visual signals only. Will arrive about 1300 hrs.	
		0930 - 1530	28 Bde on exercise will be carrying out tests with improvised grenades causing explosions in the REIDTOWN area.	
		2030	Infm recd from 2 Corps : Ref 12 Army Fd Regt . NOT transferred to O O B 1 Aust Div but placed under Comd for all Ops.	
			SYSTEM OF VEHICLE MARKING IN WAR issued to all Units.	See Attd Appx No. 25.
BURWOOD	26 Jun 42	0600	Sitrep :9 Fd Amb now at WINDSOR 869434. 18 Grn Bn occupied the following CRP's WOLL 910486 928551 928597 999727 and Rd blocks WOLL 817498 847520 894613 and CAMDEN 991727	
		1210	Infm recd from 2 Aust Corps: The responsibility for blowing all bridges and jetties will be issued from 2 Aust Corps.	
		1500	Recd warning Order from 2 Aust Corps re their move for exercise	
			Infm recd that 12 Army Fd Regt reverts under comd 2 Aust Corps All Units informed.	

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div. *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD.	26 Jun 42		1 Aust Div Intell Summary No 27 issued to Units.	See Appx No 26
BURWOOD.	27 Jun 42	0600	Sitrep: 41 A/Tk HQ and two tps MR BROKEN BAY 175343 and two tps at MR 175336	
		1300	~~Sitrep: 9 Bde Gp Ord Fd Wkshop and Fd Pk MR BROKEN BAY 114351~~	
		1410	Advised Div tps and Bdes that the Tank demonstration at STOCKTON BEACH would be carried out on JUL 2 at 1300 hrs .	
		1635	Sitrep: 9 Fd Amb now as follows:MDS MR WINDSOR 830358 A Coy ADS 850544 B Coy in reserve 823353 B Coy Lt Sec 839302.	
		2020	Recd infm re VDC demonstration at WATTAMOLLA 1100 hrs 28 Jun.	
BURWOOD	28 Jun 42	0600	Sitrep: 17 Bn Dispositions MR's B Bay and GOSFORD NORAHVILLE and St ALBANS HQ and RAP 027596 A Coy 898680 B Coy 932601 C Coy 073648 D Coy 026703 E Coy 033599.	
		1030	~~Sitrep: 9 Fd Amb dispositions MR's LIVERPOOL and WINDSOR.~~ MDS 722299 B Coy ADS 830358 A Coy 835455 A Coy Lt Sec 812542	
		1251	RAAF launch NORLEEN cleared NEWCASTLE HEADS 0200 hrs and arrived at 0830 hrs.Signals visual only.	
BURWOOD	29 Jun 42	0600	Sitrep: 17 Bn HQ MR St ALBANS 986643 9 Fd Amb MDS MR LIV ~~722299 B Coy ADS Windsor 830358 A Coy WINDSOR 835455 A Coy Lt~~ Sec WINDSOR 812542	
		1330	18 GrnBn advises th CRP's at WOLL 817498 847520 and 894631 taken over by the VDC are rationed from 18 Grn Bn.	
		1730	Sitrep: 17 Bn HQ MR St ALBANS 986643 A Coy BROKEN BAY 053598 ~~B Coy St ALBANS 971698 C Coy 985725 D Coy 985745 E Coy~~	
			~~A Conference was held at 1 AustbDiv HQ where all Offrs were~~ lectured on the Security of infm following the receipt of rumours.A similar meeting was held for the Clerks on HQ.	See attd Appx No. 27

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

H.Q. 1 AUST. DIV.

Unit 1 Aust Div. *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BURWOOD	30 Jun 42	0600 1500	Sitrep:17 Bn HQ estab MR 978606 Sitrep:21 Fd [illegible] Amb MDS SYDNEY MR 032097 ~~cancelled~~	

D.318 (1.12)—C.4734

H.Q. 1 AUST. DIV.
AUSTRALIAN MILITARY FORCES.

War Diary
WAR DIARY

RNH/DS

HQ, 1 Aust Div,
HOME FORCES. Appx No 1.

2 Jun 43.

S E C R E T. 53453

I AUST DIV OP INSTRUCTION NO 19

RAA, 1 Aust Div
RAE, 1 Aust Div
Sigs, 1 Aust Div
9 Aust Inf Bde
28 Aust Inf Bde
31 Aust Inf Bde
AASC, 1 Aust Div
116 Res MT Coy
ADMS
ADOS

Copies: Comd
GI
AQ
2 Aust Corps
Sydney Kembla Southern Camp Staff
Sydney Kembla centre " "
Sydney Kembla northern " "
File
War Diary (2) ✓

1. Units as set out hereunder will come under comd Inf Bdes forthwith to form bde gps -

9 Aust Bde Gp.

HQ 9 Aust Inf Bde
"J" Sec Sigs
9 Bde HQ Def Pl
254 LAD
17 Bn
18 Bn
9 Fd Regt
"B" Sec Sigs
210 LAD
41 Bty 111 A Tk Regt
9 Fd Coy
9 Fd Amb
"A" Sec 116 Res MT Coy
9 Bde Gp Ord Wkshop
9 Bde Gp Ord Fd Pk

28 Aust Bde Gp.

HQ 28 Aust Inf Bde
"K" Sec Sigs
28 Bde HQ Def Pl
291 LAD
24 Bn
20 Bn
10 Bn (on [illegible] arrival)
39 Fd Regt
"F" Sec Sigs
310 LAD
45 Bty 111 A Tk Regt
25 Fd Coy
18 Fd Amb
"C" Sec 116 Res MT Coy
28 Bde Gp Ord Wkshop
28 Bde Gp Ord Fd Pk

51 Aust Bde Gp

HQ 51 Aust Inf Bde
"L" Sec Sigs
51 Bde HQ Def Pl
307 ~~306~~ LAD
45 Bn
1 Bn
42 Bty 111 A Tk Regt
26 Fd Coy
31 Fd Amb
"B" Sec 116 Res MT Coy
51 Bde Gp Ord Wkshop
51 Bde Gp Ord Fd Pk

8. The following units will remain under cond as set out below:-

RAA

HQ RAA 1 Aust Div
111 A/Tk Regt (less 3 btys)
306 LAD
"H" Sec Sigs 1 Aust Div.

RAE

HQ, RAE
51 Fd Pk Coy
216 LAD

AASC

HQ, 1 Aust Div AASC
1 Aust Div Sup Col
1 Aust Div Amn Coy
1 Aust Div Pet Coy
116 Res MT Coy (less three secs)

5. CRA will be responsible for technical and tactical trng (when combined trng is not involved), promotions and transfers and collating of technical data for returns of all Arty units in the DIV whether under cond Inf Bdes or not.

4. CRE will be responsible for technical and tactical trng (when combined trng is not involved), promotions and transfers and collating of technical data for returns of all engr units in the DIV whether under cond Inf Bdes or not, and also for technical supervision of all engr works in DIV area whether carried out by engrs or other arms.

5. C O Sigs will be responsible for technical and tactical trng (when combined trng is not involved), promotions and transfers and collating of technical data for returns of all secs of Div Sigs whether under cond Inf Bdes or not, and will also be responsible for the technical trng of bn and regtl sig personnel.

6. (a) ADMS will be responsible for technical and tactical trng (when combined trng is not involved), promotions and transfers, collating of technical data for returns of all medical units in the DIV whether under cond inf bdes or not and will also be responsible for the technical trng of regtl stretcher bearers and medical personnel.

(b) I Aust Div is responsible for evacuation and treatment of casualties throughout the whole area incl tps NOT under cond of 1 Aust Div. ADMS will detail one coy from

each Fd Amb to occupy fwd posns to carry out this function.

(c) The above coys, although detailed by ADMS, will remain under cond inf bdes but will NOT be available for trg with the remainder of the Fd Ambs.

7. ADMS will be responsible for technical and tactical trg (when combined trg is not involved), promotions and transfers and collating of technical data for returns of all Ordnance Units in the DIV including personnel attached to units whether under cond inf bdes or not.

(H.R. [illegible]) Colonel
General Staff, 1 Aust Div.

WAR DIARY H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 2.

AHB/MB. AUSTRALIAN MILITARY FORCES.

HQ, 1 Aust Div.
HOME FORCES.

S3449. 2 June '42.

S E C R E T.

Subject: SIGNAL COMMUNICATION.

DISTRIBUTION:

RAA 1 Aust Div
9 Fd Regt
19 Fd Regt
111 A/Tk Regt
RAE, 1 Aust Div
9 Fd Coy
25 Fd Coy
26 Fd Coy
51 Fd Pk Coy
Sigs 1 Aust Div
9 Inf Bde
17 Bn
18 Bn
7 Grn Bn
28 Inf Bde
20 Bn
34 Bn
31 Inf Bde
1 Bn
45 Bn
6 Def & Emp Pl
4 Salv Unit
ASC, 1 Aust Div
1 Aust Div Pet Coy
1 Aust Div Amn Coy
1 Aust Div Sup Col
9 Fd Amb
18 Fd Amb
21 Fd Amb
1 Fd Hyg Sec
1 Div Prov Coy
1 Aust Div Postal Unit
10% Mob Bath Unit
116 Res M T Coy

COPIES:

War Diary (2)
All offrs 1 Aust Div HQ

1. As from 0100 hrs 2 Jun 42 new signal procedure will be adopted throughout the Aust Army.

2. Code names, in future, will NOT be used except within bns and equivalent units. Blocks of code names will be allotted to 1 Aust Div by Corps HQ for use within bns etc. Detailed sub-allotment will be made by C O bns etc and lists forwarded to bde and Div HQ. These lists will be changed frequently and at irregular intervals under arrangements made by General Staff "I" Branch.

3. In higher formations than bns etc code names are replaced by Call Signs from the Army Call Sign Book. Separate instructions have been issued in connection with Call Signs by Sigs.

4. All written messages handed to Signal Office for despatch will have unit names written in clear in "TO & FROM" space and in the text of the message.

5. All wireless traffic, in future, will be in cipher. Subtended herewith copy of 1 Aust Army G278 of 25 May 42 -

"The following instns are issued in regard to the use of cipher messages in order to lessen the amount of signal traffic which is unnecessarily enciphered. Unduly heavy cipher traffic fatigues cipher personnel with consequent risk of mutilation of messages, and also imposes a delay on delivery by accumulation of messages in the cipher office.

Ref ATM (War) (Aust) No 5 para 18.

A message signed in the right hand space may be sent in clear or cipher at the discretion of the signal master according to the security of the signal system. For reasons of security, ALL messages sent by wireless will be in cipher except where delay necessitated by enciphering and deciphering cannot be

tele.tel. These con.tions will never apply only in ops. t present all will be in cipher even though the originator should sign "Incl wireless" in the left hand space.

Should the originator consider that the message is of such secrecy that it must go in cipher, then he will write 'IN CIPHER' in the originators instructions block. The message will then be sent in cipher.

The following will assist the originator in deciding if the message must be sent in cipher by any means -

(a) All telegraph lines can be tapped by an equivalent instrument but in many cases this is so impracticable that lines may generally be regarded as secure to the following reas -

(i) Teleprinter. It is beyond reasonable doubt that every teleprinter in AUSTRALIA is under control. The only place where a teleprinter can be tapped is where lines pass through GPOs for testing purposes, and there are other teleprinters there for monitoring. GPO personnel employed there are selected as trustworthy and only come across the line for short tests or breakdowns. Teleprinters can be regarded as 99% secure.

(ii) Tinnyphone. The tinnyphone is an instrument which is practically confined to army use. The chances of a person in AUSTRALIA contacting such an instrument and being able to locate the exact pair of telephone route and listen in at the critical time are remote.

(iii) Telephone. The telephone has about the same degree of security as the tinnyphone, requiring another telephone to listen in.

(iv) Only those messages which could be classified as 'MOST SECRET' should be labelled as 'IN CIPHER' by the originator. These, for example, include projected zones of unit, future plans etc. The rest should be left to the discretion of the signal master.

(v) The following types of messages should rarely be labelled 'IN CIPHER' by the originator:- moves of individuals; moves of bodies of personnel to and from schools and courses; reports of accidents.

6. Time of origin by reference to time within the text of the message will be given in letters the first five without the addition of the letter 'Z' or any other suffix; for instance a message originated on 6 Jun 42 at 0130 Eastern standard Time would show 1 6 0130 JUN 0130E/6 or 2330G/5.

If a message refers to a time on another day the oblique stroke and date will be shown. For instance a message originated at 1430 on 6 Jun 42 referring in the text to 1200 hrs on the 7 Jun 42 would be shown 1200/7.

7. All conversation by R/T will be in code. In addition when either sender or addressee realise that the other is being overheard by the enemy [illegible] to break off for a time [illegible] possible that [illegible] enemy hands.

8. .. Danger Zone has NOT yet been declared in 1 Aust Div area but every precaution MUST be taken that 'phone conversations in clear do NOT disclose information of value to the enemy.

(H.F. WILDRECRD) Colonel
General Staff, 1 Aust Div.

AUSTRALIAN MILITARY FORCES.

WAR DIARY

Appx No 3.

H.Q. 1 AUST. DIV.

SECRET S-3467

COPY NO 22

HRE/DS

HQ, 1 Aust Div,
HOME FORCES.

4 Jun 42.

1 AUST DIV OP INSTN NO 20

Ref Map 0 S 1" to 1m

RAA, 1 Aust Div	Copy No 1	COPIES TO:	
RAE, 1 Aust Div	" 2	Comd	Copy No 10
Sigs, 1 Aust Div	" 3	GI	" 11
9 Aust Inf Bde	" 4	AQ	" 12
28 Aust Inf Bde	" 5	2 Aust Corps	" 13
51 Aust Inf Bde	" 6	NSW L of C Area	" 14
AASC	" 7	S K Southern Camp Staff	" 15
ADMS	" 8	" Centre " "	" 16
ADOS	" 9	" Northern " "	" 17
		2 Aust Div	" 18
		10 Aust Div	" 19
		FDC	" 20
		File	" 21
		War Diary	" 22

1. The object of this instn is -

(a) To define the policy of defence of coastal areas.

(b) To allot responsibilities and tasks to units of 1 Aust Div.

2. In view of the small number of tps available and the extent of the coast line it has been decided that the defence of the coast line incl such important areas as PORT KEMBLA and SYDNEY will be based on the following principles -

(a) A system of coast watching.

(b) In particularly vulnerable areas the coast watchers should be supported by dets of gun bns if available.

(c) Bde gps are to be concentrated in the rear of the beaches so that they may be used to strike the enemy when the area of his landing is known. These gps must, therefore, be capable of quick action and the efficient conduct of mob ops.

(d) Appx "A" of First Army Instruction is attached hereto and consists of notes on the lay-out and conduct of the defence in accordance with the above principles.

3. Fixed Coast and AA Units, and tps allotted to the close protection thereof are under comd L of C area and the responsibility for close defence of FDC localities is as follows:-

KEMBLA	incl RED PT-SOUTHERN BREAKWATER OF KEMBLA HARBOUR
DRUMMOND	inside wiring
BANKS	inside wiring
MALABAR	inside wiring
CLOVELLY	inside wiring

BONDI	inside wiring
DOVER HEIGHTS	inside wiring
SIGNAL HILL	inside wiring
SOUTH HEAD	incl Gap-WATSON'S BAY pier-SOUTH HD.
MIDDLE HEAD	incl CHOWDER BAY-GEORGES HEAD-OBELISK BAY-MIDDLE HEAD-GOBBLERS BEACH
NORTH HEAD	incl NORTH HEAD-QUARANTINE WALL
WEST HEAD	inside wiring and incl BOULDER BEACH.

4. Attack is to be anticipated from the direction of the sea or from land areas along the coastal sector. The coastal area of NSW is to be defended by mob forces on an area basis with formations and units to be made responsible initially for their own areas which will extend from the coast westward to the Main Dividing Range and will include roads and passes leading to the tablelands.

5. All tps within bde areas, except those allotted to close defence of Fixed Defences, will, in case of attack, at a time advised by HQ, 1 Aust Div, come under comd of the bde responsible for that particular area for ops purposes. Op roles will be allotted after VPs etc are re-grouped by 1 Aust Div in consultation with NSW L of C Area. Schedule setting out the location and responsibilities of these personnel will be forwarded later.

6. The area allotted to 1 Aust Div is from -

Excl SHELL HARBOUR, MACQUARIE PASS & MITTAGONG to

Incl WAREWORTH R, WATER COND, CROSS R

This area will be sub-divided as follows and bde gps as set out in 1 Aust Div Op instruction No 19 will be responsible initially for the defence of the areas shown -

(a) SOUTHERN SECTOR — (Excl SHELL HARBOUR-MACQUARIE PASS-MITTAGONG to

(Incl BALD HILL-HELENSBURGH-LEUMEAH-NARELLAN-BURRAGORANG

Tps - 28 Bde Gp and att tps

ROLE:

(i) Defend KIAMA and WOLLONGONG against attack.

(ii) Deny the enemy access from the South and East to the top of the escarpment.

(iii) Deny the enemy access to SYDNEY and to the MAIN SOUTHERN RD and RLY via rds WOLLONGONG-WILTON and BULLI-PASS.

(iv) In the event of a large scale enemy occupation north of the sector to deny enemy access to the tableland MOSSVALE-MITTAGONG via the MAIN SOUTHERN RD and RLY.

(b) CENTRE SECTOR — (Excl BALD HILL-HELENSBURGH-LEUMEAH-NARELLAN-BURRAGORANG.
(Incl SOUTH HEAD, Southern shores of PORT JACKSON & PARRAMATTA R-Main Western Rly Line.

Tps - 31 Bde Gp and att tps.

ROLE:

(i) To prevent enemy landing on SYDNEY PENINSULA

(ii) Deny the enemy access to the area LIVERPOOL-SYDNEY via all routes from incl rd HEATHCOTE-LIVERPOOL to eastward.

(iii) In the event of a landing north of the sector to deny access to the enemy via brs over SYDNEY HARBOUR and PARRAMATTA R.

(iv) In the event of a break-through in the sector to deny the line of NEPEAN R.

(c) NORTHERN SECTOR — (Excl SOUTH HEAD-southern shores PORT JACKSON & PARRAMATTA R-Main Western Rly Line.
(Incl HAWKESBURY R, UPPER COLO-GROSE R.

Tps- 9 Bde Gp and att tps.

ROLE:

(i) To prevent enemy landing in the vicinity MANLY and deny main brs to SYDNEY.

(ii) To deny main outlets to westward.

(iii) In the event of a landing north of HAWKESBURY R to deny crossings at BROOKLYN, KANGAROO PT, WISEMAN'S FERRY and UPPER COLO.

(iv) In the event of a break through in the sector to deny the line of NEPEAN R.

7. Road Block Guards will be re-adjusted by 1 Aust Div by reducing the number of each guard so that VDC personnal on FTD will be responsible for all road blocks charged, thus relieving unit personnel now employed on this duty.

8. Bdes will be responsible for providing for coast watching and picqueting and maintenance of present fd works until the necessity for the retention of same has been finally decided. Grn Br personnel, if available, will be used for this purpose.

9. Bdes will submit, as early as possible, revised outline plan to carry out the above roles for confirmation by 1 Aust Div before being put into effect.

10. ACK

(H.N.HERFORD) Colonel
General Staff, 1 Aust Div.

BNK/DS

SECRET H.Q. 1 AUST. DIV.
Appx "A"
Copy No

EXTRACTS FROM FIRST ARMY INSTN IN DEF
APPLICABLE TO 2 CORPS AREA

1. South West Pacific Area Tng Memorandum No 1,dated 20 Apr 42, states,"Fixed defences are of little value as a means of holding JAPANESE in check. An entirely different method of defence must be used. This method must be of a very mobile nature..." para 21. Again,"Prompt counter attack by mobile reserves,which have been held some distance from the beach,is the correct tactic to neutralize and destroy JAPANESE landing parties."

2. Aggressive action and counter attack will be the basis of our defence. For this purpose,all comds must retain as great a portion as possible of their force in mobile role,sited in relation to the major roles and ready to seek out the enemy and strike him hard and often,and so regain the initiative which is always with the attacker.

3. These tactics,however,necessitate the possession and retention of firm bases from which mobile forces can operate and be maintained. In the case of 2 Aust Corps these will include the vital areas of NEWCASTLE,SYDNEY-KEMBLA.

4. To cover such bases it will be necessary to prevent the enemy from gaining control of certain ground,and more particularly comms, the use of which he must have to achieve his object. These requirements will be fulfilled economically by organizing a series of appropriately sited defended localities in depth.

5. Available resources are most unlikely to be sufficient to prevent some enemy infiltration into the area which has to be defended, and behind or to the flanks of our own tps. But unless the enemy gains control of vital ground or comms,the effect of enemy infiltration will be limited,and opportunity can be made to deal with such parties by our own mobile forces. It follows that the tps holding defended localities must be capable of complete all round defence,and must also be administratively capable of holding out for a considerable period although temporarily cut off from the remainder of our forces.

6. They must also be ready and prepared to adopt the offensive in case of opportunity or necessity. Comds must not assume that tps allotted to localities are thereby finally committed to a static role. Activity,speed and calculated boldness are essential if the enemy's plans are to be upset and he himself defeated and destroyed. Tps allotted to localities must therefore be constantly practiced in rapid controlled movement to attack the enemy whenever the main engagement may develop.

7. In planning the defence of the vital areas,therefore,comds, whilst retaining as great a portion of their tps as possible in a mobile striking role,will organize defended localities covering any approaches or comms which are essential to the enemy. Linear defence will be abandoned. These localities should be sited,as far as possible, in tank-proof localities and must be self-contained administratively. A defended locality should contain sufficient food,water and amn to enable it to fight for at least 14 days. These supplies will be held in Bde or Bn reserves ready to be distributed down to Pl and sec posts as required. The necessary adm measures are to be implemented forthwith.

8. Whilst the defensive works within each post will mainly consist of earthworks,posts should be strengthened in key localities with concrete works. By increasing the strength of the defences,it will be possible to hold them more lightly and thus free tps for mob roles. Tank obstacles should form an integral part of the defensive system,NOT the means of protecting the fwd edge. An obstacle that can be reconnoitred and "worked on" by an enemy is NO longer an obstacle.

Appx No 4

H.Q. 1 AUST. DIV.

WAR DIARY

HQ, 1 Aust. Div.
HOME FORCES.

5 Jun 42.

S E C R E T.

Subject: 1 DIV OP INSTN NO 19

RAA, 1 Aust Div
RAE, 1 Aust Div
Sigs,1 Aust Div
9 Aust Inf Bde
28 Aust Inf Bde
31 Aust Inf Bde
ASC, 1 Aust Div
ADMS
ADOS

COPY: A.Q.

1. 1 Aust Div Op Instn No 19 will be read in conjunction with Appx "A" of 1 Aust Div Op Instn No 10 of 6 Apr and 1 Aust Div 9268 of 27 Apr 42 in respect of units under comd, copies ... of which are attached hereto.

2. Dets from Salv, Prov and Postal units etc. attached to bdes etc. will be under comd of those bdes during period of their attachment, but may be withdrawn or exchanged at the discretion of the Os C of these units.

..... Colonel
(H.N.HERFORD)
General Staff, 1 Aust. Div.

1546 1 408

HQ 1 Aust Div,
HOME FORCES.

27 Apr 42.

WAR DIARY

5 Inf Bde
8 Inf Bde
28 Inf Bde

UNITS UNDER COMD.

1. It will be noted from Admt No 5 to 1 Div Op Plan No 2 that a det from Salvage unit, Provost Coy and Postal Unit has been brought under comd of bdes.

2. In order that there will not be any misunderstanding of the duties of the above personnel it is desired that the following points be made clear to bde staff offrs and in the case of dets with bns to bn offrs concerned.

(i) SALVAGE UNIT:

Salvage Unit personnel are attached to bdes and bns and some technical arms for the purpose of supervising the collection of salvage generally, checking of waste food, daily contact with contractors for removal of waste food, etc.

(ii) It is the duty of these personnel to render a weekly return showing activities etc. and to enter this return daily.

(iii) PRO COY:

Duties of Pro attached to Units include the following:

(a) Executive duties in connection with the control of military traffic.

(b) Recce of roads and all military routes in the Area.

(c) Patrols by day and night within the Bde area and to take all necessary steps to prevent the commission of offences by soldiers. When such an offence has been committed, to take him into military custody.

(d) Investigation into Absentees and Deserters.

(e) Assisting in the investigation of complaints brought by civilians against soldiers.

(f) Those duties outlined in DRO 15/42.

It should be noted that Provost do NOT take the place of Regimental Police or Town Picquets, and that all persons belonging to, or employed with, the forces in the field are required to give every assistance to the military police in the execution of their duty, in accordance with the provisions of the Army Act.

(iv) POSTAL UNIT:

Postal personnel are attached to Units primarily to carry out postal duties in the unit.
The work is very intermittent and may require help from clerical staff of the unit concerned. During slack periods

however, postal personnel may help with clerical work in the Unit Orderly Room.
Postal Unit Personnel should be advised of any movement of sub-units in order to enable postal facilities to be maintained during moves.

3. As the above personnel are few in number and have a responsible duty to perform they should NOT be placed on duty as guards, orderlies or fatigues.

..... Colonel,
H.N.HERFORD
General Staff, 1 Aust Div.

~~SECRET~~

H.Q. 1 AUST. DIV.

AUSTRALIAN MILITARY FORCES. COPY NO:

WAR DIARY

HMH/DS

HQ, 1 Aust Div Appx No 5
HOME FORCES.

83479

6 Jun 42.

I AUST DIV OP INSTN NO 21

Ref Maps: 0.S.1" to 1 m
Aust Sheets 1/253440 (Second edition sheets where issued)
South Eastern Tourist Map.

COPIES TO:

RAA, 1 Aust Div	Copy No	1	Comd	Copy No	11
RAE, 1 Aust Div	"	2	GI	"	12
Sigs, 1 Aust Div	"	3	AQ	"	13
9 Aust Inf Bde	"	4	2 Aust Corps	"	14
25 Aust Inf Bde	"	5	NSW L of C Area	"	15
31 Aust Inf Bde	"	6	S X Southern Camp Staff	"	16
AASC	"	7	" Centre " "	"	17
ADMS	"	8	" Northern " "	"	18
ADOS	"	9	2 Aust Div	"	19
21 Recce Bn	"	10	10 Aust Div	"	20
			FDC	"	21
			File	"	22
			War Diary	"	23

1. This Op Instn will be read in conjunction with 1 Aust Div Op Instn No 20.

2. 1 Aust Div area has been amended to read -

From Incl SUSSEX INLET - SASSAFRAS
to Incl HAWKESBURY R - GROSE R.

3. 21 Recce Bn comes under comd 1 Aust Div on 10 Jun for Ops only and will be located as follows:-

Recce Bn less one coy	BERRIMA
One coy	NOWRA

4. Move of Recce bn to above locations will be completed by 1600 hrs 10 Jun by arrangements between 2 Aust Div and NSW L of C Area.

5. 21 Recce Bn will be responsible initially for the defence of the following Sector:-

From Incl SUSSEX INLET - SASSAFRAS
to Incl SHELL HARBOUR - MACQUARIE PASS-MITTAGONG

PARTICULAR ROLE:

Deny enemy access to 28 Aust Bde Sector via PRINCES HIGHWAY and to HUME HIGHWAY via approaches up the CAMBEWANA RANGES to the area BOWRAL-MITTAGONG.

6. C O, 21 Recce Bn will submit as early as possible outline plan to carry out the above role for confirmation by 1 Aust Div before being put into effect. Due regard will be paid in the preparation of this plan to the standard of eqpt and tng of the Recce bn.

(H.N.HERFORD) Colonel
General Staff, 1 Aust Div.

HQ 1 AUST. DIV.
WAR DIARY

SECRET

COPY NO: 23. Appx No 6

AUSTRALIAN MILITARY FORCES.

HNH/T.R

HQ, 1 Aust Div,
HOME FORCES.

7 Jun 42.

S 3487

Subject: 1 AUST DIV OP INST NO 21.

AMENDMENT NO 1.

COPIES TO:

RAA, 1 Aust Div	Copy No	1	Comd	Copy No	11
RAE, 1 Aust Div	"	2	G1	"	12
Sigs, 1 Aust Div	"	3	AQ	"	13
9 Aust Inf Bde	"	4	2 Aust Corps	"	14
28 Aust Inf Bde	"	5	NSW L of C Area	"	15
31 Aust Inf Bde	"	6	S K Southern Camp Staff	"	16
AASC	"	7	" Centre "	" "	17
ADMS	"	8	" Northern "	" "	18
ADOS	"	9	2 Aust Div	"	19
21 Recce Bn	"	10	10 Aust Div	"	20
			FDC	"	21
			File	"	22
			War Diary	"	23

1. Paras 2 & 5. Delete "From Incl SUSSEX INLET - SASSAFRAS." and substitute :-

From excl SUSSEX INLET - incl TOMARONG - NOWRA - line of SHOAL HAVEN R to BARBERS CK.

2. Add para 7 - ACK.

3 Para 5 - delete CAMBEWARA

substitute CAMBEWARRA.

4. ACK.

(H.N.HERFURD) Colonel,
GENERAL STAFF, 1 AUST DIV.

WAR DIARY

Appx No 7.

H.Q. 1 AUST. DIV.

GWD/DS

LOG OF EVENTS. NIGHT 7/8 JUN 42.

0023 hrs	Colonel Herford rang - stated heard shellfire.
0025 hrs	State Control rang and asked for confirmation re shells falling in BONDI area.
0028 hrs	Gun Ops advised SYDNEY being shelled from sea.
0030 hrs	GARDEN Is rang to say shells falling at ROSE BAY 2½ miles from CAPE BANKS.
0030 hrs	Gun Ops rang - RED WARNING
0030-0036	ALL ADVISED
0035 hrs	FDC advised all posts on alert
0040 hrs	Rang 28 Bde and advised as above. No Warning issued by GOR KEMBLA
0110 hrs	YELLOW Warning issued from Gun ops
0111-0122	ALL ADVISED
0114 hrs	Col LORENZO 'phoned unable to contact L of C and asked us to pass this message - "six-inch unexploded shell located 3rd Floor,Grantham Flats,26 Manion Ave.,WOOLLAHRA . (Near Iluka St) - (He had been trying for 10 mins)
0115 hrs	Gun Ops advised blue flare 6 miles West of SPIT
0115 hrs	Advised L of C as above (Lieut Costin)
0117 hrs	Advised 2 Corps as above (Capt Sutherland)
0122 hrs	Gun Ops advised P400 left BANKSTOWN for patrol duties
0122 hrs	'Phoned 9 Bde re flares - nothing known.
0135 hrs	Gun Ops passed WHITE warning
0215 hrs	L.O, 1 Aust Div rang from ROSE BAY and advised six shells located and gave addresses.
0225 hrs	Gun Ops advise Coastal guns in action NEWCASTLE
0233 hrs	Gun Ops advised all guns and searchlights at NEWCASTLE gone to alarm. Coastal guns still in action. No indication what they are engaging.
0234 hrs	Advised 2 Corps as above.
0240 hrs	Advised 2 Corps location of shells.
0243 hrs	10 Div rang for COIC and asked us to pass message - "Major McGREGOR ISGS advise shelling at NEWCASTLE, light calibre gun from STOCKTON BIGHT going across STOCKTON apparently in direction of Steel Works at approx 0225" Later report 0225"shelling from seawards across FORT WALLACE appears to be landing Steel Works also flares from seawards over STOCKTON Peninsula."Major McGREGOR may be contacted at NFDC if necessary.
0245 hrs	Rang PT PIPER asked for COIC and was plugged through to 2 Aust Corps. Advised 2 Corps.
0246 hrs	'Phoned L of C and asked them to pass the above message to COIC.
0246 hrs	Gun Ops advised P400 crashed,EAST HILLS,Pilot killed.
0247 hrs.	Advised 2 Corps.

0506 hrs. 'Phoned 2 Corps for information of events at NEWCASTLE - was informed that shelling ceased 0845 - about 25 shells had landed mostly in water.

0515 hrs 'Phoned 28 Bde advised Capt BAILEY that steel works NEWCASTLE had been shelled without success from seawards. This was for information only.

0325 hrs. Gun Ops advised CATALINA out on patrol

0330 hrs. Capt WINTAM 'phoned,wanting permission to blackout KEMBLA. Was informed permission would NOT be given from 1 Aust Div.

0340 hrs. FDC rang stating KEMBLA guns at alarm and partial blackout existed at KEMBLA. FDC did not know on whose instructions this had been done.

0348 hrs. Rang 28 Bde and instructed Capt WINTAM not to take any further action.

0604 hrs. Gun Ops rang,advised another unexploded shell located 300 yds from Gun posns ROSE BAY.

---oooOOOooo---

H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 8

AUSTRALIAN MILITARY FORCES.

DG/HB

S. 3512.

HQ, 1 Aust Div,
HOME FORCES.

8 June 42.

S E C R E T.

Subject: 1 AUST DIV INTELLIGENCE SUMMARY NO.25.

FOR WEEK ENDED 8 JUNE 42.

DISTRIBUTION:		COPIES TO:
RAA	2	2 Aust Corps
RAE	2	N.S.W.L of C Area
Sigs	2	3 Aust Corps Int Sec
9 Aust Inf Bde	3	2 Aust Div
28 " " "	3	1 Mot Div
31 " " "	3	10 Aust Div
ASC	4	2 Air Liaison Sec
9 Fd Amb	1	F.D.C.
18 Fd Amb	1	G.1.
21 Fd Amb	1	A.Q.
1 Aust Div Tng School		A.D.M.S.
1 Aust Div Provost Coy		D.A.P.M.
		War Diary
		File

Enclosed are copies Nos ..... of 1 Aust Div Intelligence Summary No.25 for week ended 8 June, 42.

for (H.N.HERFORD.) Colonel.
General Staff 1 Aust Div.

S E C R E T.

1 Aust Div Intell Summary No.25

1. ENEMY.

There has been enemy action in 1 Aust Div Area during the past week.

On Sunday night, 31 May 42, Japanese submarines entered Sydney Harbour and fired torpedoes. The only damage done to Naval Craft was an old ferry now used as a depot ship which was destroyed. There were several lives lost and some other casualties.

Guns from ships in the Harbour opened fire and depth charges were dropped. Three submarines are definitely known to have been sunk. They have been located. Two have already been salvaged.

Submarines have been operating outside the Sydney Heads and other points along the coast, and have made attacks on shipping. Two small coastal vessels have been torpedoed and sunk.

Several submarines have been located and probably sunk by aircraft.

Between 0015 and 0030/8 [illegible]5.5 inch shells fell in the Rose Bay Area. It is thought that these shells were fired by an enemy submarine. There was one casualty of a minor nature. Slight damage was done and the rear of one residence was demolished.

Reports state that only five shells exploded. All the duds have been recovered.

Aircraft are carrying out a search for any likely enemy craft.

Between 0225 and 0245 a similar attack was carried out at Newcastle. About 20 probable 4 inch shells were reported. Damage was negligible and there were no casualties.

Jap Subs.

Jap Subs operating off Australian coast probably belong to I type with surface displacement 1142/2180 tons speed 9/20 knots cruising range up to 16000 miles. Armament usually two or more MG AA and from 4 to 8 torpedo tubes 21 inch. Some are used for minelaying and latest models can carry one aircraft. Japs building large types 1938/39. At least 6 subs of 1500 tons launched 1940 armed with 6 torpedo tubes 21" and 4.7 AA.

Jap A/C Carriers.

Jap Aircraft Carriers. Recent reports of Jap losses near Wake Island still to be confirmed. Probably Japs had 15 in service when they entered war including converted liners. Many have been damaged and thereby kept out of action and at least one sunk for certain. 1 carrier div consists of Kaga and Akagi both of 26900 tons about 750' long draught 21' speed 28 knots range 11000 miles aircraft carried about 60. Armament Akagi 10 x 8 inch 16 x 4.7 AA. 28 MG Kaga 16 x 5" and 28 x 1".

Jap W/T Activity and Propaganda.

[illegible] been an increased enemy W/T activity particularly of a nature suggesting pre-arranged operational signals. Many of these messages thought to originate from ships operating near Australian coast. Coded signals prior to sub raid and immediately preceding shelling of Sydney thought to have operational significance. Japanese claim these raids have struck fear into the hearts of Australians and provide exclusively that Japs have complete naval control. Jap imperial HQ claims destruction of 4 of our subs in Jap waters. Australians are warned and advised to reconsider their warlike attitude and seek friendship with Japan. It is said that the triumphant success of sub

attack on Sydney proves the weakness of Australia's defence.

2. OWN TROOPS.

The 2 Aust Div Units that were attached to 1 Aust Div have now been withdrawn to 2 Aust Div and the 1 Aust Div units have been brought forward to the cadre areas.

The 7 Grn Bn has now been withdrawn from forward posns and is now concentrated at the Bn HQ area.

10 Bn now under cond and will be part of 28 Aust Inf Bde Gp. Move to 28 Bde area takes place 9,10 & 11 Jun 42 and the Bn will be located vic. MT. DRUMMOND.

3. TOPOGRAPHY.

Road.	M.R.	BROKEN	BAY	059420 - 108447-C1
"	"	"	"	108447 - 110449-C1
"	"	"	"	099397 - 117446-C1 earth
"	"	"	"	117446 - 121451-C4 earth
"	"	"	"	193537 - 196516-C1 metal
"	"	"	"	200544 - 193537-C2 earth
"	"	"	"	219437 - 209464-C2 earth poor
"	"	"	"	155376 - 152377 - 156386 - 164408
"	"	"	"	100360 - 048418 now open to traffic

Road.	M.R. WINDSOR	775313 - 778336	road under construction to be A.I. metal
Bridge	" "	775313	undergoing repairs. Road over bridge to be C.2.
Concrete Culvert	" "	833518	now completed.
Road	M.R. SYDNEY	267295 - 278294 - 283290 - 285290	All Sealed. (This road is not shown on the map).
"	" BROKEN BAY	290428 - 220441	undergoing repairs due to landslides caused by recent rains.
Ford at M R	ST ALBANS.	735710	Replaced by Bridge limit 18 tons.

CURL CURL LAGOON — Local shire council has advised of its intention to open lagoon to sea to prevent a further flooding of low lying ground immediately adjacent to lagoon.

DEE WHY LAGOON — Not connected to sea but water in lagoon is retained by only narrow sand bank. Height of water 3ft. above normal.

NARRABEEN LAGOON — Water from lagoon has overflowed the weir Sand between weir and H.H.W. level scoured out to depth of 1'6". Height of water 2ft. above normal.

Road Report. Vicinity WALLGROVE CAMP
(See appendix No.1)

Road Report. Vicinity 7822 - 8527.
(See appendix No.2).

4. S E C U R I T Y.

MARKINGS US OPERATIONAL AIRCRAFT

The following is a copy of a message received from 2 Aust Corps -

"Secret - Following from First ARMY - With effect from 15 May 1942 marking of US op aircraft of Navy and Army will be modified by elimination red circle from National insignia on operational aircraft which will consist of a five pointed white star on a blue circle. Red and white stripes on rudder will be eliminated. L of C Areas to advise Army Schools. End."

5. G E N E R A L.

(a) ACKNOWLEDGEMENT OF COMMUNICATIONS

It is drawn to the attention of units, that documents are still being accompanied by AA Forms A.57.

(i) AA Form A.57 "Receipt for Secret Documents" will be used to ack: ONLY books, documents, etc, which have to be accounted for in the Annual Return of Secret Documents.

(ii) If an ack is required for a communication, incl one marked "Most Secret," "Secret," or "Confidential" it will be sufficient to add as a final para: the word "Ack."

(iii) Receipt of the communication will then be acknowledged by the recipient by Sig Message.

(b) ENEMY TACTICS (Air)

Reports received from our bomber pilots indicate that the JAPANESE are using a new method in attacking our planes. On one raid, some intercepting Zeros took up a posn 1000 ft above and ahead of our aircraft. A pear shaped object was then dropped ahead of the flight leader who banked to avoid it. The object was then seen to explode in line of the flight leaders original course and a cone shaped shrapnel explosion with a stream of white smoke was observed. (First Aust Army Intell Summary No 3).

H.Q. 1 AUST. DIV. APPENDIX NO I

I AUST DIV INTELL SUMMARY

NO 25.

ROAD REPORT

VICINITY WALLGROVE CAMP

1. Road. Ref 857252 (off Great Western Rd) Class C.3. Surface in poor condition runs to a dead end behind WALLGROVE CAMP.

Air Cover Good MT cover available on western side of rd from about 100 yds from turn off to end of the road. On eastern side, cover for MT about half way along and for a distance of about 200 yds.

2. Road. Ref 867250 (off Great Western Rd) Class C.3, gravel surface, terminates in dead end leading past fence to a track.

Air Cover. Very little, small patch of about 200 yds on eastern side Ref 866244.

3. Road. HORSLEY RD Ref 870249, (sign WARRAGAMBA PIPE LINE & MILE Stone still remains at corner of Great Western Rd) Class B.1 at turn off. At end of half mile culvert reduces to B.3. Then for another 1½ miles road surface is rough and rutted, Class C.2 and remains C.2 to turn off at ref 873198.

Air Cover. ~~(See attached plan.)~~

4. Road. Ref 873198 (HORSLEY RD) Class C.2. Surface fairly good condition. Three culverts reduce the width of road to C.3 at these points. Rd to right ref 862194 leading to track is C.2 surface poor.

Air Cover. Nil to ref 872184 after this, fair cover for tps.

5. Road. Ref 869184, Class B.1. Surface good, gravelled for first half mile, afterwards surface is rough in parts. Wooden bridge ref 858197 reduces road to B.3, this bridge is constructed on concrete cylinders and is about 12 ft long and 9 ft wide, the railings on this bridge are temporarily held in place.
Road surface from bridge to WALLGROVE RD ref 855188, good.

Air cover Air cover fair for tps ~~(see attached plan.)~~

6. WALLGROVE RD. Ref 855188 Class A.1, bitumn surface.

Air Cover Fair for tps to half mile from pip line and afterwards to camp practically no cover.

APPENDIX NO 2

I AUST DIV INTELL SUMMARY

NO 25.

ROAD REPORT

Vicinity 7822--8527.

1. Road. Commencing from Rd Junc ref 849229 to ref 824215 Class B.2. The surface being earth is in good condition. There are no bridges in this sec of the road with any military importance, all culverts are in poor condition also being of no value.

Air Cover. There is no air cover on either side of road from ref 849229 to 833225. From ref 833225 to ref 838226 there is a considerable amount of air cover for tps on both sides of the rd. Then from ref 838226 to ref 824215 vegetation is very scattered.

2. Road. This track from ref 831233 to ref 813220 can be classified as B.2 (B.3). There are no obstacles in this area.

Air Cover. Aircover through this area is very scattered being of little use to tps or MT.

3. Road. From ref 813220 to 782223 Class B.2 with a fairly good earth surface. There are four culverts in this sec of road but are of no military importance.

Air Cover. Ref 814220 to 807221 the cover for tps is excellent on either side of road. At ref 794222 good position for bivouac.

Obstacle. Creek crossing at ref 813220, with a little excavation would prove an excellent obstacle against MT.

4. Road. Rd junc ref 782223 to 805248 Class B.1. Surface good, gravelled for about approx 1 mile, then the road is of an earth surface, also in good condition.

Air Cover. From ref 795337 to 805248 good air cover for tps available on either side of road, very little for MT.

5. Road. Road ref 805248 to 800268 (Great Western Rd) Class A.1, surface of road gravel.

Air Cover. There is very little cover in this vicinity for tps or MT.

6. Road. From Great Western Rd & Chatsworth Rd junc ref 822263 to 820250 Class B.2. The surface being earth is fairly good condition.

Air Cover. Fair on either side of road, ~~details shown on attached plan~~.

~~Summary. All roads classification and vegetation shown on attached plan.~~

WAR DIARY

AUSTRALIAN MILITARY FORCES.

H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 9.

G6B/DS

(SECURITY)

HQ, 1 Aust Div,
HOME FORCES.
11 Jun 42.

SY505

TNG POLICY - 1 AUST DIV

7 JUN - 2 AUG 42.

RAA, 1 Aust Div	..	2
RAE, 1 Aust Div	..	2
Sigs. 1 Aust Div	..	2
9 Aust Inf Bde	..	2
28 Aust Inf Bde	..	2
51 Aust Inf Bde	..	2
AASC	..	2
ADMS	..	2
ADOS	..	2
Camp	..	1

COPIES:

GOC	..1
GI	..1
GII (O) ..	..1
AQ	..1
2 Aust Corps	..1
File.. ..	.. 1
War Diary	..2
Spare ..	..4

NOTE: To correctly interpret the undernoted Tng Instn, the publications referred to should be closely studied in conjunction herewith. The problem of ensuring uniform interpretation of the doctrines contained in new publications should be solved by unit conferences.

1. GENERAL POLICY:

All comds must have as their objective the preparation of their various units for War in all its phases presented today with particular reference to mobile ops and the Op Role of each individual unit.

2. To achieve this objective it must be borne in mind that much of the ground to be covered will be recapitulation and every effort will have to be made to prevent tps becoming stale.

3. During the instn, comds will, at all times, incorporate the spirit for offensive action and the necessity of being mobile.

4. Comd of Bdes and Div tps will take immediate steps to equilize standard of tng.

Where ops duties or works are required the sub-units most advanced in tng should be employed to allow the remainder to come up to the required standard.

5. Comd of Bdes and Div tps will closely liaise so that an equivalent standard of tng is maintained throughout the Bns, supporting arms and services.

6. Tng is to be regulated by all arms so that by 5 Jul they will have completed Coy (or equivalent sub-unit) tng.

By 2 Aug all arms are to be sufficiently advanced to commence bde gp exercises.

7. Demands for works, upon engr coys should be reduced to a minimum during tng period.

8. ORGANISATION:

With the exception of a few units, the whole of 1 Aust Div is organized into bde gps.

Particular attention will be drawn to 1 Aust Div Op Instn No 19, where the responsibility for the tng of the various

services is clearly defined.

9. TACTICAL DOCTRINE:

All recent pamphlets and publications must be thoroughly studied - with special mention to ATMs, "Inf minor Tactics 1941" and Appx "A" to I of G (SD) 287 which has been distributed to each bde and Service.

10. TRAINING:

The subjects to be covered must be broad and will include -

Attack, by day and night
Counter-attack, immediate and deliberate
Defence.

During the tng period, emphasis will be placed on the following:-

(a) Utmost proficiency in musketry and weapon tng under battle conditions.

(b) Achieving and maintaining a high standard in individual sec and pl tng. (Read annexure II G (SD) 329).

(c) The organization of all HQ down to coys and equivalent HQ to enable normal functioning in any emergency. Frequent HQ and Sig exercises will be carried out to achieve this object. (MT Pam 37 Chap II Sec 6).

(d) The automatic action of all sub-units in tactical tng (Battle Procedure) MT Pam 37 page 17.

(e) Protection against tks and air-craft at all times.

(f) Proficiency in night work particularly patrolling.

(g) The development of physical hardihood by long marches, crossing water obstacles by improvised methods, wire crushing. (Read Appx "I" of GS (D) 287).

(h) Developing the offensive spirit by intensified bayonet tng and strenuous assault courses (using all methods to stimulate the noise of the battlefield).

(i) Every NCO must be able to pass a map reading test.

(j) All ranks to become gas minded and must qualify in a TOET. Arrangements will, if possible, be made for all ranks to pass through a gas cloud.

(k) Every use being made of the facilities now available to train specialists and fill the trade qps shown on AEs.

(l) The tng of inf bn Pnr Pl to enable the pl to undertake minor engr tasks. The advice and assistance of fd coy comd should be utilised in this regard. (See ATM (Aust) 8, para 23). Specialist personnel such as batmen, orderlies etc, to be given additional tng to fit them to undertake other duties within their unit, if necessary. For example, after tng in their own duty, batmen can be trained as Drs, orderlies or clerks.

(m) Providing means or methods for the passing on to the remainder of the unit the knowledge gained by students attending schools or Courses.

11. TNG PROGRAMME:

Inf bde comds and comds of Div tps (see Op Instn No 19) will lay down a policy for each sub-division of tng.

12. These comds may stipulate, if required, that a minimum time be spent on particular subjects (vide para 3), within a certain sub-division of tng. Likewise they may stipulate that particular lessons will be brought out during the instn of a certain subject.

13. From time to time, and as circumstances warrant, attention will be drawn by 1 Aust Div to certain points in tng which are to be emphasised.

14. A proposed outline programme for the tng for all bde gps and units not included in bde gps will be submitted to these HQs. These programmes will cover one calendar month and will be forwarded by bdes and HQ of Div tps to reach HQ 1 Aust Div NOT LATER THAN 14th of the preceding month.

The programme submitted on 14 Jun for the month of Jul will also include the period 15-30 Jun.

Programme will show:-

(a) Approx number of hrs to be available for tng during the month and separately, the number of nights.

(b) Approx number hrs to be spent in preparation of fd defences.

(c) Any directions issued by bdes as to the time to be spent on special subjects. Night work will be shown separately.

(d) Dates and places of coys or higher tactical or adm exercises. The object and scope of the exercises will be shown.

(e) Dates and places of important experiments, trials of new eqpt or demonstrations with explosives, carrs, arty pillboxes etc. Arty firing will be included.

15. Tng programme will be submitted by bdes and HQ of Div tps, but detailed syllabi will be prepared by all units and will always be available for inspection.

16. The following is an example of the type of outline programme required from bdes and HQ Div tps -

EXAMPLE:-

AUST INF BDE OUTLINE TNG PROGRAMME

(a) Time available for tng:

Two days each wk - each of 6 hrs 48 hrs
Two nights each wk - 8 nights

(b) Time spent in preparation of fd defences:

Two days each wk - each of 6 hrs 48 hrs

(c) Special Tng instns:

Inf bns will spend NOT less than 3 days each wk on continuous tactical exercises envisaging movement through broken and enclosed country using reduced MT and carrying 3 days reserve rations etc.

(d) Coy or higher Exercises:

Date & Duration	Place Map Ref	Coy or Unit on exrs	Day or night	Object and scope.
1 Jun (one day)	Near CAIRNS	- Aust Inf Bde	Day	Bn in attack through enclosed country

(e) Experiments and Demonstrations.

Date & Duration	Place Map Ref	Coy or Unit on exrs	Day or Night	Object and scope
1 Jun	NAMANGO	- Inf Bn		Experiments with special eqpt - tree climbing

17. 1 AUST DIV TNG SCHOOL: The tng of NCOs and ORs will be intensified, specialising in Junr Ldrs, MMG and Mortar Courses at 1 Aust Div Tng School, MONA VALE.

18. In view of the fact that efforts to obtain an establishment for the above School have been unsuccessful, units of 1 Aust Div will continue to supply instrs for this School.

19. Each bde will provide a proportion of the necessary instrs and other personnel required to maintain the School at a high standard. This will be as follows:-

PERSONNEL	9 Aust Inf Bde	51 Aust Inf Bde	28 Aust Inf Bde
CI, Adjt, School CSM } Selected by 1 Aust Div from any unit			
Wing comds (Lieuts)	1	1	1
Instrs (Sgts)	4	4	4
School Staff: Batmen, Cooks, Storemen, Pioneer, MT Drs etc	7	7	7
CI - Adjt - CSM and	12	12	12

20. Should a bde desire to have an instr returned (for some special reason e.g. promotion etc) that bde will be responsible for providing a suitable replacement.

21. Where practicable, instrs will return to their units after a period of 4 mths, but the relief of these instrs will be staggered so as not to interfere with trg.

22. ACK.

(H.N.HERFORD) Colonel
General Staff, 1 Aust Div.

H.Q. 1 AUST. DIV.
WAR DIARY

War Diary
Appx No 10

AUSTRALIAN MILITARY FORCES.

ASE/TNR

No S. 3457.

HQ, 1 Aust Div,
HOME FORCES,

13 JUN 42.

S E C R E T.

Subject: SIGNAL COMMUNICATION.

DISTRIBUTION:

Same as S. 3449

1. Ref 1 Aust Div S3449 of 2 Jun 42.

2. Attention is drawn to Sig Trg Pam V, Part 1(a) Aust Sec 4 para 7 which states -

"A message received in cipher and then required to be sent to other addressees in clear or lower grade cipher MUST BE PARAPHRASED BEFORE IT IS HANDED TO SIGS, or cipher for retransmission, as, the message may have been sent originally in high grade cipher by W/T and intercepted by the enemy. If a clear version is sent or a lower grade cipher version, it may be intercepted by enemy, and thereby compromise the high grade cipher. Communiques sent through army channels are a particular case where ciphers may be compromised by failure to comply with the above."

3. It is advised that the responsibility for deciding the necessity for paraphrasing is that of Sigs. However, the actual paraphrasing of the message is the responsibility of the staff of the formation or unit which the Signal office required to re transmit the message, is serving.

Captain, Major

for (H.H.REDFORD) Colonel,
GENERAL STAFF, 1 AUST DIV.

H.Q. 1 AUST. DIV.
S3166

JCL/PC

WAR DIARY

Appx NO 11

L. D. C.

M I N U T E S OF MEETING HELD AT H.Q. 1 DIV AT 1430 HOURS - 14 APR. '42

PRESENT:

Major-General C.A. CLOWES, D.S.O., M.C.

Commander H. PALMER, representing Rear-Admiral G.C. MUIRHEAD-GOULD, D.S.O., R.N.

Wing-Commander J. ALEXANDER, C.B.E., R.A.A.F.

IN ATTENDANCE

Major-General J.S. WHITELAW, C.B.E. Aust. Staff Corps

Lieut.-Commander W. WILLIAMSON, R.A.N.

Colonel H.N. HERFORD, G.S.O. 1 DIV.

Colonel J.C. LITCHFIELD, A.A. & Q.M.G. 1 DIV.

1. AMENDMENTS TO MINUTES OF MEETING HELD 10 MAR.' 42

(a) At request of Admiral Muirhead-Gould minutes of Meeting held 10 Mar.'42 were amended as follows :-

"Paragraph 1 (c) (i)

Comd. 1 Div. stated that this was considered the responsibility of the Army but that work had not yet been started, although arrangements were in hand. Commodore-in-charge, Sydney, said that he had requested Maritime Services Board to carry out boring operations at the entrance to Pittwater to ascertain whether a deep water channel could be dredged to provide a fleet anchorage. If this were possible it would be necessary to erect an A/T Boom across Pittwater for the protection of ships in the anchorage.

Paragraph 1 (c) (v)

Instructions have been received that the construction of the boom at Port Kembla would be commenced as soon as the Newcastle boom was completed. The order of priority being Sydney, Newcastle and Port Kembla, but if there was any indication of a hold up at Newcastle permission would be requested to proceed with the Port Kembla boom."

(b) In future Draft Minutes will be forwarded to Heads of Services for revision prior to issue of completed minutes.

2. (a) COMMUNICATIONS:

(i) Secondary or alternative communications between C.D.H., R.A.N. and R.A.A.F.

Comd. 1 Div. advised that representatives of each service had carried out tests with W/T with satisfactory results.

The main point of issue seemed to be the provision of the necessary Wireless Sets to carry this secondary means of communication. As far as the Army is concerned there would appear to be some

difficulty in the provision of sufficient sets to equip all services. The Signal Committee recommendation was that 109 sets would be suitable.

R.A.N. advised that the Navy would be responsible for the provision of the necessary sets, and personnel to man their end of the communication. R.A.A.F. is of the opinion that they should provide the necessary sets and personnel, both at C.D.H. and RICHMOND and Fighter Sector H.Q.

After discussion it was resolved that C.O. 1 DIV SIGS be requested to confer further with Sig.Officers of R.A.N and R.A.A.F, and complete the necessary arrangements for the installation of this alternate W/T communication. O.C. F.D.C. Sigs. should also be consulted.

Gl 1 Div. to issue the necessary detailed instructions as to requirements.

Respective Sig.Officers will report to Services as to installation required by each Service.

(11) <u>Aircraft Reporting:</u>

Comd. 1 Div. reported that consequent on previous Meeting the number of reports received at C.D.H. had diminished, but recently, since Fighter Sector H.Q. had been taken over by the U.S.A. Air Force, C.D.H. was again receiving many reports of movement of Aircraft and personnel, which were of no interest whatever to that H.Q.

Wing-Commander Alexander said that in his opinion this was a matter, which could only be rectified by orders from higher Air Force authority. Air Force H.Q. MELBOURNE has issued various instructions to Training and Operational centres that reports of movement of Aircraft and personnel are to be sent to various people including C.D.H. and unless such reports come through some "Sifting" centre and reports not applicable to C.D.H. are ere stopped, then the present unsatisfactory conditions, whereby C.D.H. receives a copy of all messages, will continue.

Wing Commander Alexander further stated that Fighter Sector H.Q. is not now handling movement of Aircraft in this State, such movement having reverted to V.A.O.C.

Major General Whitelaw suggests that all messages for distribution in E.Comd. should be sent to V.A.O.C., which centre will filter such messages, and only send to C.D.H. those covering C.D.H. Area.

This suggestion was adopted by the Meeting, and Wing Commander Alexander will make the necessary representations to Air Board, for its adoption, and in the meantime will arrange for Flight-Lieut. King of V.A.O.C. to attend on Gl, 1 Div. to ascertain what type of message is required by C.D.H.

(iii) "Hicks" Reporting System:

G1, 1 Div. advised that "Air Flash" reporting system for planes had now been adopted by the Army

(b) N.A.A.F. LIAISON OFFICER TO C.D.H.

Comd. 1 Div. advised that approval had now been received for the appointment of the above officer. Wing Commander Alexander advises, that pending his appointment, Flight-Lt. Thompson was available at H.Comd. for any necessary urgent liaison duties.

(c) BOOMING OF PORTS:

(i) PITTWATER

Commander Palmer reports that following tests, the H.S.B. have advised that dredging of this area to provide a Fleet Anchorage is out of the question, and in consequence the provision of an A/S boom at this place will not now be required by the Navy.

Comd. 1 Div advised that H.Q.H.Comd. had requested the State War Co-ordination Committee to proceed with the erection of a triple boom at the entrance of PITTWATER.

(ii) PORT HACKING:

Comd. 1 Div advised that work had commenced on this boom.

(iii) LONG BAY

Comd. 1 Div advised that owing to tidal difficulties it was not possible to construct a boom here. Other protection was being provided.

(iv) PORT JACKSON:

Commander Palmer advised that this boom was two-thirds completed.

(v) KEMBLA:

Commander Palmer advised that the boom at Newcastle was not yet commenced, and therefore, as it had priority over KEMBLA, that at KEMBLA had not been commenced.

(d) R.A.A.F.:

(i) Examination Services:

Major-General Whitelaw advised that the BOTANY BAY service is about ready to commence.

The BROKEN BAY service is in operation but moorings are required for the vessel working there. R.A.F. will arrange for these Moorings to be put down.

PORT HACKING service is working satisfactorily.

(ii) Removal of Boats from Harbours:

Comd. 1 Div. advised that many requests had been

received from owners that their boats be left at present moorings, the owners undertaking to destroy them when so ordered. He wished to make it clear that the Army definitely opposes this policy. In the opinion of the Army all boats should be removed at at present arranged.

Commander Palmer advised that he would bring this point of view before the Admiral and the Committee and in the meantime the removal of boats was proceeding satisfactorily.

(iii) Re-Organisation of N.A.P.:

Commander Palmer advised that no decision had yet been given as to the calling up of certain Members of the N.A.P. on F.T.D.

(iv) Communication between N.A.P. Boats & Land Forces

Comd. 1 Div. raised the question of the provision of W/T communication between N.A.P. Patrol Boats and the Land Forces.

R.A.N. stated that the whole question involves round the provision of W/T Sets, which the Navy were, at present, unable to provide. Navy had been advised by Skipper Scrivener that the Army would provide such Sets, but Comd. 1 Div. said that this was not at present possible.

Comd. 1 Div. stated further that without provision of some means of communication between boats and the Land Forces, such boats operating, particularly at night, would be of no value.

After further discussion it was resolved that enquiries will be made by R.A.N. through Skipper Scrivener, and the Army through 1 Div. Sigs. as to whether some W/T Equipment cannot be obtained outside normal Navy and/or Military Supplies, for the purpose of equipping these boats and necessary Shore Stations.

(e) PROTECTION OF DAMS AND WATER SUPPLY:

Comd. 1 Div. stated that a request had been forwarded through E.Comd. for the provision of three (3) boats for each of the Main Dams. R.A.N. stated that they had not yet received this request.

Comd. 1 Div. stated that the idea was the V.D.C. Personnel would be responsible for the navigation and maintenance of the boats and would provide the armament and the crews for such armament.

Wing Commander Alexander said that from a reconnaissance made that day HEPBURN DAM would appear to be the only one on which large troop-carrying sea planes could land with safety. On the other dams it would be possible for crash landings to be made with such Aircraft.

R.A.N. advised that they had received a request from "G" Base H.Q. for two (2) boats for service at PROSPECT DAM

After further discussion it was resolved that :-

(a) Commander Palmer would take up the matter of the provision of the three (3) boats for each of the main dams, and advise 1 Div. of the result.

(b) R.A.A.F. will make further reconnaissance and submit detailed report to 1 Div.

(f) PROTECTION OF AIR FIELDS:

Comd. 1 Div advised that Army policy was that within the Covering Force areas the Commanders of such areas were responsible for the protection of Aerodromes whilst for dromes outside these areas the Commanders of the L of C Sub-areas were responsible.

(g) FIGHTER SECTOR H.Q.

Wing Commander Alexander stated that, as previously advised the U.S.A. Air Force had taken over these H.Q. at BANKSTOWN and that it was probable in the very near future they would also take over MASCOT Aerodrome.

3. LOOP STATION AND PORT WAR:

Major General Whitelaw advised R.A.N. that Loop Station and P.W.S.S. at STH HEAD is entirely un-protected, and is not camouflaged. He suggests that the Loop Station should be placed underground in the old Q.F.C. Battery where accommodation can be made available. He suggested that R.A.N. contact Camouflage Officer at Base H.Q.E.Comd. to secure a plan which would fit in with the Army Scheme. Commander Palmer will take both matters up immediately.

4. R.D.F. REPORTS:

Wing Commander Alexander stated that he was now having difficulty in securing reports from these Stations. Major General Whitelaw said that Fighter Sector H.Q. now control these Stations, with the exception of DOVER, which he is manning pending it being taken over by F.S.E.Q. Wing Commander Alexander will take this up with Fighter Sector H.Q. direct.

5. POSSIBLE AIRCRAFT LANDING GROUNDS:

1 Div. raised the question of possibility of enemy Aircraft landing at various points in 1 Div.Op.Area, particularly in the Metrop. Area of Sydney.

G.S.O. 1, 1 Div. is to supply R.A.A.F. with list of Areas considered vital as possible landing grounds, and Wing Commander Alexander will arrange for a reconnaissance, and submit a report to 1 Div as quickly as possible.

6. NAVAL OBSERVATION POSTS - KEMBLA:

1 Div. advised that certain observation posts had been erected at Kembla by R.A.N. and that some of these were in such a position as to interfere with the Fire Plan of the Army for that area. Commander Palmer will arrange with H.O.I.C. Kembla to contact Brig. 28 Inf.Bde. and adjust this matter.

7. ALTERNATIVE C.D.H.

Comd. 1 Div. advised that premises had been secured for an alternate C.D.H. Communications were being run to these premises so that in the event of existing H.Q. being rendered

untenable or Burwood Exchange being put out of action, communications could be maintained. Such communications will include those necessary to R.A.N. & R.A.A.F.

(C.A.CLOWES) MAJOR GENERAL
COMMANDING 1 AUST. DIV.

DISTRIBUTION:

G.O.C. 1 DIV.
Rear Admiral i/c/ H.M.A. Naval Establishments Sydney.
C.O. R.A.A.F. Richmond
C.F.D.
G1 1 Div.
War Diary (2)
File

DAILY ACTION SUMMARY

PAGE No.

FROM—

TO—

Place	Date	Hour	Particulars	Deductions	Notes	Action Taken
Broughton	15	2320	9 Bde Duty officer rang re ships off La Connicle Signalling. Told him it was O.K. we already knew & not to worry.			
"	"	2322	Rang F.D.C. & Spoke to Lieut Banks Ships is O.K. re signalling, for permission to enter port.			
"	"	2326	2 Corps Duty officer rang re plane at Barrenjoey. Told him Lieut Haigat O.P. & confirmed established fact that a Catalina was in that area about that time. C.R.P. rivials it was a combat. 2 Engines. Lt Haig will advise if he can find anything about it.			
		0419	A/A reports 3 Reds light on ground up from Cape Solander.			
		0426	9 Bde. rang - Camel Bay reports flashing light east of their posn.			
		0413	Lieut Haig rang. asking if Long Reef Head firing or thunder & lightning. Long Bay. Says flashing light at Camel Bay is false.	0416	9 Bde rang to say Sentry at Camel Bay is different	
		0418	Rang C.R.P. Long Reef. They say nothing has taken place. Also thunder & lightning.			
		0420	Rang Lt Haig at A.C.H. & Confirmed.			
		0423	Rang 21 Brigade			

WAR DIARY
H.Q. 1 AUST. DIV.
Copies nos 12

LIAISON SUMMARY

PAGE No.

FROM:- TO:-

Place	Date	Hour	Remarks	Destination	Notes	Action Taken
		0425	Rang 31 re lights at Cape Solander			
		0427	" F.D.C re above (Lane a Section at Cape Solander).			
		0441	F.D.C. rang. Some of their ports saw any navy lights near Cape Solander			
		0443	Rang 22 reason message at 0441 from F.D.C.			
		0448	31 Bde duty officer rang to say none of the O.P.S Lane seen anything at all. Will check and all troops + let us know if any Lane been seen.			
		0449	Rang 21 re above message			
		0510	C.R.P Long Reg rang to say they Lane seen lightning re what any ships or aircraft may have been lightning			
		0512	Rang 11 Wing A. C. H. re above message from C.R.P.			
		0627.	2 Aust Corp. duty officer rang re Catalina. Told him we had heard nothing further, but it was not the first time that C.R.P.S had picked up Enemy + enemy planes missed us.			

H.Q. 1 AUST. DIV.

H.Q. 1 AUST. DIV. WAR DIARY
WAR DIARY

WAR DIARY appx NO 13.

H Q 1 Aust Div
HOME FORCES.

No.G403

16 Jun '42.

Subject: INTELLIGENCE INSTRUCTION NO.2.

RAA	(5)	50 Div Ord Wkshop	(3)
RAE	(5)	50 " " Fd Pk	(3)
Sigs	(4)	Pro Coy	(4)
9 Inf Bde	(4)	Postal Unit	(1)
28 " "	(4)		
3? " "	(3)	Copies to G-1	1
A S C	(4)	AQ	1
9 Fd Amb	(3)	ADMS	1
18 " "	(3)	ADOS	1
2? " "	(3)	War Diary	(2)
18 Garr Bn	(1)	File	

1. Numerous cases have occurred recently where units have carried out exercises involving firing, blasting and movement etc without notifying the next higher authority.

2. All units are reminded of their responsibility regarding the passing back of information. This is imperative during active operations but it is no less important at the present time especially as most units are located in or near thickly populated areas.

3. This H.Q's receives numerous 'phone calls reporting gun-fire, flares, signalling and the like, not only from Divisional units but also from Navy, Fixed Defenses and N.E.S. After checking, it is often found to be caused by some unit carrying out exercises without prior notification to higher authorities.

4. All units MUST therefore ensure that any activities of this nature are reported beforehand through normal channels to H.Q 1 Aust Div in order that other people concerned may be advised.

5. The responsibility of passing back of information both of enemy and own tps rests with every comd and if this is not enforced now the intelligence system will break down during active operations.

6. The above remarks apply also to captured enemy equipment, documents etc which MUST reach H.Q 1 Aust Div AS SOON AS POSSIBLE for despatch direct to GS(I) First Aust Army.

A H Baker Major
for (H.N. HEREFORD) Col
General Staff 1 Aust Div

Army Form C.2118.
(Pads of 100.)
(Revised Sept., 1936.)

MESSAGE FORM.

CALL AND INSTRUC-TIONS.

IN

OUT

WAR DIARY

appx 14.

No. of Groups GR. 44

Office Date Stamp

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO 1 AUST DIV DCRA RPTD AQ

FROM 2 AUST CAV D

Originator's Number	Date	In Reply to Number
0284	18	

12 Fr FD Regt wee Gen Staff
Inf Brigade Gp 06 E Gen A
Rear wireless Group. 1 Regt Artillery Corps Div.
0 3rd Aus Artillery to Corps 3rd
with Aus
0 Army

This message may be sent AS WRITTEN by any means.

If liable to be intercepted or fall into Enemy Hands, this message must be sent IN CIPHER.

Originator's instructions
Degree of priority

Time of Origin. 0927

T.H.I. 1200.

T.O.R.

SIGNED

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.
D	1100										

H.Q. 1 AUST. DIV.

D.1170/11.37.—C.14250.

WAR DIARY
Appx No 15.

H.Q. 1 AUST. DIV.
WAR DIARY

SECRET

AUSTRALIAN MILITARY FORCES

COPY NO:

HNH/DW

HQ, I Aust Div,
HOME FORCES

S 3582

18 Jun 42.

Subject: I AUST DIV OP INST NO 22.

DISTRIBUTION:

RAA, 1 Aust Div	Copy No	1	
RAE, 1 Aust Div	"	2	
Sigs, 1 Aust Div	"	3	
9 Aust Inf Bde	"	4	
28 Aust Inf Bde	"	5	
31 Aust Inf Bde	"	6	
AASC	"	7	
ADMS	"	8	
ADOS	"	9	
21 Recce Bn	"	10	
18 Grn Bn	"	11	

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" Centre " "	"	18
" Northern " "	"	19
2 Aust Div	"	20
10 Aust Div	"	21
BIC	"	22
File	"	23
War Diary	"	24

1. 1 Aust Div Op Instn No 20 will be amended as follows -

Delete para 6 and substitute attached Schedule.

2. 1 Aust Div Op Instn No 19 is amended by deleting reference to 116 Res MT Coy and substituting 117 Res MT Coy.

3. 18 Grn Bn is now under comd 1 Aust Div and sub-units will come under comd Inf Bdes and Sigs for OP purposes ONLY as shown at 0900 hrs 22 Jun -

(a) 9 Aust Inf Bde

One Coy
One Pl E(MMG) Coy
3 (M) Pl less 4 dets
2 dets 7 (A Tk) pl

28 Aust Inf Bde

Two Coys
One Pl E(MMG) Coy
Two dets 3 (M) pl
7 (A Tk) pl less 2 dets

31 Aust Inf Bde

One Coy
E (MMG) coy less two pls
Two dets 3 (M) pl
2 (A/A) pl (to be used as inf pl)

Sigs 1 Aust Div

1 (Sig) pl (for maintenance & testing comms. in 1 Aust Div area)

H.Q. 1 AUST. DIV.

(b) Bdes and Sigs will arrange movement of sub-units placed under cond from BROADWAY Sub-pound to required positions.

(c) Os C Coys detailed in accordance with above will report to bdes HQ IOO hrs [illegible] in order to recce area in which they will be employed.

4. The policy to be adopted for the preparation of defensive posns in accordance with the principles contained in Op Instn No 20 and Appx "A" thereto, will be as follows:-

(a) Plans will be completed and recce passed by bn, coy, pl and equivalent cmds, but construction of additional def works will NOT be carried out at this juncture.

(b) Areas for defended localities will be clearly marked out with the posns of fd works to be carried out, so as to avoid any delay when it is decided to commence construction in these localities.

(c) All cmds must have an intimate knowledge of the area in which they are likely to be employed.

(d) Maintenance of present fd works will be carried out as far as possible by Gen Bn and VDC FSD coy personnel and NOT more than an average of one half day per week is to be spent by units now undergoing trg on maintenance of defensive works.

5. Defensive works already constructed but which will NOT be required under the new plan will, if they are in such a posn as to be of use to the enemy be filled in and the materials salvaged. If of no use to the enemy but of any possible use to the def they will be maintained as a secondary maintenance task if time and strength permit.

6. All available time will be devoted to trg for mob role as already outlined in previous ops & trg instns.

7. ACK

[illegible] Colonel
[illegible] 1 Aust Div.

H.Q. 1 AUST. DIV.

SCHEDULE

ALLOTMENT OF SECTORS AND ROLES

The area allotted to 1 Aust Div is from excl SUSSEX INLET - incl TOMARONG - NOWRA - line of SHOALHAVEN R to BARBERS CK.
To incl HAWKESBURY R - GROSE R.

(Area extends from the coast westward to the MAIN DIVIDING RANGE and includes the roads and passes to the tableland.)

This area will be subdivided as follows and bde gps will be responsible initially for the def of the areas shown.

(a) JERVIS BAY SECTOR

From excl SUSSEX INLET - incl TOMARONG - NOWRA - line of SHOALHAVEN R to BARBERS CK

To incl REDCLIFF - excl MT PLEASANT - PRINCES H/Y - JAMBEROO - ALBION PK - incl MACQUARIE PASS - MITTAGONG.

Tps - 21 Recce Bn

Particular Role :-

Deny enemy access to 2B Aust Bde Sector via PRINCES HIGHWAY and to HUME HIGHWAY via approaches up the CAMBEWARRA RANGES and MACQUARIE PASS to the area BOWRAL - MITTAGONG.

(b) SOUTHERN BDE SECTOR

From excl REDCLIFF - incl MT PLEASANT PRINCES H/Y - JAMBEROO - ALBION PK - excl MACQUARIE PASS - MITTAGONG

to incl BALD HILL - HELENSBURGH excl CAMPBELLTOWN - CAMDEN - THE OAKS - BURRAGORANG.

Tps - 2B Aust Inf Bde Gp

Particular Role :-

(i) Defend KEMBLA - WOLLONGONG area against attack and deny passes to the escarpment.

(ii) In the event of the enemy occupying coastal plain to deny access from the South and East to the top of the escarpment.

(iii) In the event of the enemy reaching the escarpment to deny access to SYDNEY and to the main SOUTHERN RD and RLY via WOLLONGONG - HILTON and BULLI - APPIN RDS.

(iv) In the event of a large scale enemy occupation north of the sector to deny enemy access to the tableland MOSSVALE - MITTAGONG via the MAIN SOUTHERN RD and RLY.

(c) CENTRE BDE SECTOR

From excl BALD HILL - HELENSBURGH incl CAMPBELLTOWN - CAMDEN - THE OAKS - BURRAGORANG.

To incl SOUTH HEAD - southern shores PORT JACKSON & PARRAMATTA R - Main Western Rly line to PENRITH - HAWKESBURY R to HAWKESBURY Rd - HAWKESBURY Rd - main Western Rly line

Tps - 3[illegible] Inf Bde Gp.

Particular Role

(i) To prevent enemy landing on SYDNEY PENINSULA

(ii) Deny the enemy access to the area LIVERPOOL-SYDNEY via all routes from excl HUME HIGHWAY to eastward.

(iii) In the event of a landing north of the sector to deny access to the enemy via brs over SYDNEY HARBOUR and PARRAMATTA R.

(iv) In the event of a break-through in the sector to deny the passes over the Hts via BURRAGORANG VALLEY, MAIN WESTERN RD and HAWKESBURY RD.

NORTHERN BDE SECTOR — From excl SOUTH HEAD - southern shores PORT JACKSON & PARRAMATTA R - Main Western Rly line to PENRITH - NEPEAN R to HAWKESBURY Rd - HAWKESBURY rd - main western Rly line.

To incl HAWKESBURY R - UPPER COLO - KURRAJONG BELL rd.

Tps - 9 Aust Inf Bde Gp.

Particular Role

(i) To prevent enemy landing in the vicinity MANLY and deny outlets to PACIFIC HIGHWAY and Main brs to SYDNEY.

(ii) To deny outlets to PARRAMATTA - WINDSOR area.

(iii) In the event of a landing north of HAWKESBURY R to deny crossings over HAWKESBURY and COLO R's.

(iv) In the event of a break through in the sector to deny the rd KURRAJONG - BELL East of KURRAJONG HEIGHTS.

WAR DIARY

H.Q. 1 AUST. DIV. WAR DIARY

Appx No 16.

AUSTRALIAN MILITARY FORCES.

CWS/DS G 438

HQ, 1 Aust Div,
HOME FORCES.

19 Jun 42.

Subject: ATMs (AUST) & FIRST AUST ARMY TNG INSTNS.

RAA, 1 Aust Div
RAE, 1 Aust Div
Sigs, 1 Aust Div
9 Aust Inf Bde
28 Aust Inf Bde
31 Aust Inf Bde
AASC
AIMS
APOS

COPIES:

GI
GII (O)
File
War Diary. (2)

1. ATMs (Aust) Nos 8 and 9 and First Aust Army Tng Instns Nos 1 to 5 have recently been issued to all concerned.

2. A report is required from all units of 1 Aust Div stating what action has been taken on receipt of the above ATMs and First Aust Army Tng Instns. Such report will reach HQ, 1 Aust Div by 26 Jun 42.

(H.N.HERFORD) Colonel
General Staff, 1 Aust Div.

CWS/DS
445

HQ, 1 Aust Div,
HOME FORCES.
19 Jun 42.

Subject : I AUST DIV TNG INSTN NO 5.

(To be read in conjunction with
Tng Policy, 1 Aust Div 7 Jun-2 Aug 42)

DISTRIBUTION:		COPIES TO:	
RAA, I Aust Div	2	GOC	1
RAE, I Aust Div	2	GI	1
Sigs, 1 Aust Div	2	GII (O)	1
9 Aust Inf Bde	2	AQ	1
28 Aust Inf Bde	2	SOMT	1
31 Aust Inf Bde	2	2 Aust Corps	1
AASC	2	File	1
ADMS	2	War Diary	2
ADOS	2	Spare	4
Camp	1		

1. MT:

Running of MT during tng will be reduced as much as possible and empty veh will NOT be used to make up to WE during exercises. If lt vehs will suffice, they must be used in place of hy ones. The need for conservation of pet and tyres will always be borne in mind and the strictest control over use of MT during tng will be observed by all comds.

2 Aust Corps Order No 48 of 5 Jun, dealing with driving of mechanical vehs by offrs is brought to the notice of all concerned.

Cases have been reported where personnel who have attended MT Schools have NOT been utilised to the best advantage on return to their units. This is a serious matter and steps will be taken to ensure that personnel on return from any MT School are given all opportunities to pass on the knowledge gained.

2. ORGANISED SPORT:

Comd 1 Aust Div while agreeing with the value of organised sport, considers that owing to present op role and the necessity for tng, time cannot be allowed for organised sport during tng days.

Organised sport will therefore be carried out on day of rest or leave days ONLY.

3. TNG DAYS:

In view of para 2 above and the policy to be adopted for the maintenance of def posns as laid down in 1 Aust Div Op Instn No 22, each week will consist of 5½ tng days each of 7 hrs, including ½ day stipulated for maintenance of def posns.

4. MUSKETRY:

All units of 1 Aust Div will submit a return showing -

(a) No of days on which classification practices were fired during period 1 Jul 41 to date.

4. MUSKETRY (contd)

(b) Standard of musketry (all weapons) on percentage basis under the following headings -

(i) Marksmen

(ii) 1st Class Shot

(iii) 2nd Class Shot

(iv) NOT qualified.

(c) Remarks

This return to reach HQ 1 Aust Div by 29 Jun.

5. TAC EXERCISES:

All tac exercises on basis of bn or bn gp etc,and upwards will, if possible,be first conducted as a TEXT to enable HQs and offrs taking part in the exercises to be fully "in the picture" before the units concerned participate. By this means many errors so commonly made can be eliminated.

Attention is drawn to 2 Aust Corps Order No 53 of 12 Jun. This return,as applicable to bdes and Div tps,will reach HQ, 1 Aust Div NOT LATER THAN 12th and 27th of each month and will be accompanied by two (2) complete copies of tac exercises referred to in the return. Nil returns where applicable will be submitted.

In addition to the above,bdes will be prepared to submit on request,one complete copy of the exercises up to and incl coy etc,as contained in monthly outline trg programme.

6. AC SQNS:

2 Aust Corps Order No 54 of 12 Jun deals with policy and instns for co-operation with AC Sqns. Special consideration will be given to this Order during the preparation of tac exercises referred to.

(H.N.HERFORD) Colonel
General Staff,1 Aust Div.

H.Q. 1 AUST. DIV. WAR DIARY

AUSTRALIAN MILITARY FORCES.

Appx 18.

DG/DS

HQ, 1 Aust Div,
HOME FORCES.

19 Jun 42.

G 455

S E C R E T.

Subject: I AUST DIV INTELLIGENCE SUMMARY NO 26
FOR WEEK ENDED 19 JUN 42.

DISTRIBUTION:		COPIES TO:
RAA, I Aust Div	2	2 Aust Corps
RAE, 1 Aust Div	2	NSW L of C Area
Sigs, 1 Aust Div	2	2 Aust Corps Int Sec
9 Aust Inf Bde	3	2 Aust Div
28 Aust Inf Bde	4	1 Mot Div
31 Aust Inf Bde	3	10 Aust Div
ASC	4	2 Air Liaison Sec
9 Fd Amb	1	FDC
18 Fd Amb	1	GI
21 Fd Amb	1	AQ
1 Aust Div Tng School	1	ADMS
1 Aust Div Provost Coy	1	DAPM
18 Grn Bn	1	War Diary
21 Recce Bn	1	File

Enclosed are copies Nos.....of 1 Aust Div Intelligence Summary No 26 for week ended 19 Jun 42.

for A H Baker Major
(H.N.HERFORD) Colonel
General Staff, 1 Aust Div.

1. ENEMY:

Enemy action is still continuing on the Coast and the following is a Summary of enemy action off the coast since 9 Jun 42.

9 JUN 42.

Ref shelling SYDNEY 0030/8 it is reported that 13 shells were fired altogether. (See later report Appx No I).
Ref shelling NEWCASTLE 0245/8 19 shells have been located or identity established. 4 Starshells, S.H.E., 9 unknown type.
S.S."ORESTES" reported afire off BATEMAN'S BAY following shelling by sub.

JUN 10

Subs sighted East of CAPE BANKS & BRISBANE.

JUN 11

Sub sighted off COFF'S HARBOUR
S.S."ORESTES" arrived in port. No details yet.

JUN 12

Subs sighted 30 miles south of LAKES ENTRANCE

JUN 13

Sub sighted 45 miles off CAPE BYRON.
Explosion heard & fire observed in ship 45 NE of SYDNEY

JUN 14

Two subs sighted 3 miles SE BYRON BAY. Sub sighted due East of BALLINA. Panamanian ship "GUATEMALA" torpedoed and sunk 60 miles East of SYDNEY.

JUN 16

Sub sighted off HOBBY'S HEAD. - also off CAPE HOME

JUN 17

Subs sighted 15 miles SE PORT JACKSON & 7 miles NNE CAPE HOME.

2. GEN TPS:

General tng is being carried out in the Cadre Areas, as well as Specialist tng and completion of camp facilities.

All bns have forward O.Ps manned.

The 10 Bn is now situated at WARRAMONG NSW and is under comd 28 Bde. The move was completed on 11 Jun the 3rd draft arriving at camp.

The 7 Grn Bn is no longer under comd 1 Aust Div. The 18 Grn Bn is now under comd 1 Aust Div and are now at BROOKVALE where they will temporarily have their HQ.

The 18 Fd Amb are at present carrying out an exercise that will take approx 7 days.

The 31 Aust Inf Bde carried out a move of Bde HQ on 18 Jun 42.

3. TOPOGRAPHY:

Most water-holes, dams and creeks have varying amounts of water in them following the recent rains.

Road Recce.

Sheet BROKEN BAY	M.R.	046427 - 046459	BI scaled
" "	"	046459 - 054457	" "
" "	"	054457 - 050447	C3 unscaled
" "	"	050447 - 050437	" " (very poor)
" "	"	050437 - 046427	BI unscaled.

Road - Ref WINDSOR M.R. 960501 - 918544. Earth B3. Poor in places. At M.R. 960514 - 955521 C3 earth.

Cowper Street PORT KEMBLA Ref 906403 (Arty sheet)
This Street is again covered at the above ref by a sand drift.

Road - Ref WINDSOR 766522 - 750522 - 739516 - 742513 - 733505 CI earth. Part of this road is through private property but forms an alternative route.

Road Report on MT KEIRA - MT KEMBLA Rd. See attached report. Appendix No 2.

Roads. GILSTON GORGE Roads and bridges are now completely repaired and open for traffic. The road along the Southern bank of the HAWKESBURY RIVER from WISEMAN'S FERRY Ref ST. ALBANS 985744 through LAUGHTONDALE LOWER HAWKESBURY to LABURY CREEK Ref GOSFORD & NORTHVILLE 075648 is a narrow dirt road of CI classification. Care would be needed in several places in wet weather.

The road up LAUGHTONDALE GAP from Ref GOSFORD & NORTHVILLE 027705 to the junction with GLENORIE MAROOTA Rd Ref ST ALBANS 989693 is a very old road with solid foundation with slightly worn surface. Its classification is CI.

The OLD GLENORIE MAROOTA Rd has been repaired and is of gravel surface and AI classification from GLENORIE Ref BROKEN BAY 008494 to MAROOTA at Ref ST ALBANS 994652 where it joins the WISEMAN'S FERRY Road south of GLENORIE. It is an AI road with sealed surface.

New Roads.

A new gravel road of BI classification has been constructed from HAWKESBURY RIVER Ref ST ALBANS 922685 following the general line of the ridge to the WISEMAN'S FERRY Rd at Ref ST ALBANS 954623.

Bridge.

At Bridge crossing BROKEN BAY M.R.041440 portion of road has been washed away through recent rains. Temporary crossing of 3" thick timber will allow 30cwt trucks to pass.

Bridge at Ref WINDSOR 851516 - loose decking and poor.

Bridge at Ref WINDSOR 806474. Reinforced concrete not "7" as shown on map

Bridge Report M R 100356 (See Appendix No 3)
" " " 101354 (" " No 4)
" " " 085330 (" " No 5)

DEE WHY LAGOON.

On Jun 7 DEE WHY Lagoon broke its banks and is now connected to the sea and affected by tidal influence. The water level is considerably reduced and is now approx 18 ins below normal at high tide.

NARRABEEN LAGOON.

The water level of NARRABEEN LAGOON increased as a result of rain storms and overflowed the recently constructed levee at the Entrance.

The water level is now 1'6" above normal.

Rd to NORTH HILL is being improved and will become AI to PRINCES HIGHWAY.

AREA SOUTH OF SHOALHAVEN R.

SUSSEX INLET navigable to barges providing access to PRINCES HIGHWAY via WANDANDIAN CK.

ST GEORGES BASIN - shallow & treacherous but could be used by sea-planes.

Coast line incl JERVIS BAY affords excellent landing beaches.

The POOL RD trafficable by all types of tpt incl carriers to PRINCES HIGHWAY thence by track and road to NORTH BRAIDWOOD RD.

Rd PRINCES HIGHWAY - HUSKISSON now AI.
Rd HUSKISSON-PRINCES HIGHWAY via WOOLAMAI trafficable all types of MT.
Mouth of CURRAMBENE CK navigable at high tide to vessels up to 50 tons providing access to Rd at (Ref Map JERVIS BAY) 647777.

LAKE WOLLUMBOOLA very shallow with sand bars.

Mouth of SHOALHAVEN R completely sand barred. Vessels up to 500-tons can pass up channel from CROOKHAVEN via THE CANAL to NOWRA Br. Channel is tricky and vessels use the services of pilot at CROOKHAVEN LIGHTHOUSE.

Area bounded by CURRAMBENE CK - PRINCES HIGHWAY - SHOALHAVEN R is very flat and eminently suitable for airborne ops.

NOWRA HILL dominates the flat country to the east and south and presents an excellent OP for visual sigs. 6 Aust Regt sigs used it for this purpose and est visual sig comm to a point near JERVIS BAY. The latter point was connected to JERVIS BAY Exchange by telephone.

Area to the west of NOWRA-BERRIDWOOD RD is very rough and heavily timbered.

Rd from NOWRA to BURRIER is very narrow and winding. A private punt capable of taking carriers is located near THE PULPIT and provides access to BUNDANOON thence via TAPITALLEE to NOWRA-BOMADERRY.

During normal weather river can be crossed at BURRIER FORD by vehs with a high undercarriage thus providing access to a trafficable Rd to TAPITALLEE or KANGAROO VALLEY.

NOWRA-BURRIER RD continues to GRASSY FLAT where river can be crossed to BUGONG and thence to KANGAROO VALLEY.

AREA NORTH OF SHOALHAVEN R TO GERRINGONG: (Ref Map JERVIS BAY 1" & KIAMA 1") -
Coastal area provides excellent landing beaches.

BROUGHTON CK presents a formidable tank obstacle and can be crossed at br at BLACK FOREST, BERRY EXPERIMENTAL FARM and BEACH RD.

Access to KANGAROO VALLEY is confined to BUDJONG RD.
CAMBEWARRA PASS via CAMBEWARRA.
CAMBEWARRA PASS via BELLAWONGAROO
and rds via WOODHILL & MATTAMATTA.

AREA GERRINGONG-SHELLHARBOUR: (Ref Map KIAMA 1")
MOSS VALE 1")

Coastal area provides good facilities for landings.

North of GERRINGONG mountain range approaches closely to the coast and forms a natural barrier & bottleneck.

Trafficable links between GERRINGONG & KIAMA is confined to PRINCES HIGHWAY.

Access to tablelands from KANGAROO VALLEY is confined to MERYLA PASS & BARRENGARRY PASS.

Access to tablelands from KIAMA - SHELL HARBOUR is confined to JAMBEROO & MACQUARIE PASSES.

MINAMURRA R and MACQUARIE RIVULET both present formidable tank obstacles.

Rds through all passes to tablelands are steep and very winding. Movement by MT would be necessarily slow particularly with carriers.

4. SECURITY:

INFM: Lack of secrecy respecting tp moves is one of the gravest security weaknesses in First Aust Army. This weakness has been commented upon in previous summaries but reports of flagrant breaches are being received in increasing numbers. These indicate a total lack of observance of normal precautions against revealing tp moves in some HQ.

In other units Security Offrs have obviously failed in their duty to impress upon their tps the extreme desire for secrecy in all movts. Breaches of Security by army Personnel reported during the week include:- "Reliable infm about tp movts is alarmingly widespread amongst civilians, as instanced in the recent move of a Bn from the Div area. A member of FSS who was ignorant of the move learned from civilians the time of departure and the destination of the unit. From inquiries it is evident that infm was supplied by the soldiers themselves when they were instructed to prepare for the move." (M Sec.FSS). FIRST AUST ARMY INT SUMMARY NO 5

5. GENERAL:

Enemy capt -

(i). JAPANESE UNIFORMS & EQPT IN NEW GUINEA.

The following description of the JAPANESE uniform has been forwarded by the NGVR:-

"White cap, medium light grey flannel shirt, light green khaki trousers, khaki puttees, sandals, and black bandolier. Their colour patch is approx 2 in purple circle with 2 half in red discs."

Natives report men firing the regimental gun, wear blue caps with a silver anchor embroidered above the peak.

(NG Forces Intell Report No.27)

The JAPANESE patrol concerned in the clash at KOMLATUM on 25 Apr wore long green trousers and straight jackets (sic) with helmets screened with similar green material. Each man carried an automatic rifle with a long bayonet attached and firing clips of five rounds. Cleft shoes were worn, which are a normal form of JAPANESE footwear in which a mittenlike effect is achieved by the provision of a separate toecap for the big toe.

Comment: - The "Automatic Rifle" may be the "TAISHO II" LMG.

(FIRST AUST ARMY INT SUMMARY NO 5)

(ii) SHELLS FIRED AT NEWCASTLE.

Details of the shells recovered at NEWCASTLE are 5.5 inch calibre 21½ inches length. Driving band 2". Markings on base H535 FS No 3 and on body S 6 B orange band. Another colour on shell. Impact fuse and gas sealing plug in base.

Enemy Tactics:

Japanese Paratroops:

An Intell Offr recently returned from overseas states that JAPANESE paratroops appear to be very young, most of those he encountered as prisoners being between 17 and 18 years of age.

He emphasised that one of their first efforts is to seize all available transport. This fact is worth remembering when the destruction of vehicles becomes a matter of urgency.

Tps he saw were well led, took advantage of all cover and also made use of trees for their snipers. (HQ Allied Air Force Intell Summary 122 dated 4 May 42).

Enemy Characteristics:

JAPANESE NATIONAL CHARACTERISTICS AND MORAL PSYCHOLOGY:

An AUSTRALIAN of wide and responsible experience who has occupied a high public posn in JAPAN and has made an intensive study of JAPANESE characteristics and psychology stressed the following points -

(i) JAPANESE are the greatest liars on earth. They will tell you what they think you want them to say.

(ii) Their patriotism runs to extraordinary extremes.
(iii) Gratitude plays no part in the Japanese make-up.
(iv) Alcohol often loosens JAPANESE tongues. Their favourite drink is whiskey!

(v) When "caught on the hop" (by a question) and uncertain what to say, a Japanese will make the sound "saa-a-a", (rather long-drawn-out) as a prefix to his reply. Beware, therefore, of a statement that follows "saa-a-a". He is doubtful as to what he shall say, and what he does say will probably NOT be true.

(vi) When a Japanese is cogitating he has a habit of tilting his head to one side as does a puzzled dog. This behaviour enabled one sharp observer to detect a Japanese who was posing as a Chinese barber, and whose deception was otherwise perfect.

(vii) For some reason the Italians seem really to possess an admiration for Japanese - in sharp contrast to the sheer contempt felt by the Germans. The obvious deduction is that assistance to the enemy by Italians is a likelihood and by Germans NOT so likely.

A characteristic NOT mentioned above is that in the Japanese tongue there is no "L" sound. A Japanese converts his "L's" to "R's". On the other hand a Chinese usually

does the reverse converts "R's" to "L's".

(From SECOND ARMY INTELLIGENCE REVIEW NO 4)

PERSONNEL OF 21 RECCE BN:

C.O.	Lt.-Col Rogers Harrison
2 i/c	Major Hawkey
Adjt	Capt Sinclair
I.O.	Lieut O.Dwyer
O.C. A Coy NCWR.	Major Cameron.

18 GRN BN

C.O.	Lt.-Col Devonshire
2 i/c	Major Auld
Adjt	Lieut Meggs
Q.M.	Capt Warren

18 Grn Bn is directly under comd 1 Aust Div.

H.Q. 1 AUST. DIV.

APPENDIX NO.1

SHELLING REPORT OF DAMAGE CAUSED BY JAPANESE SHELLS FIRED FROM SUBMARINE ON NIGHT 7/8 JUN 1942.

Reconnaissance carried out by I.O. and I.Sgt at 0900 hrs 8 Jun 1942.

1. Recce party proceeded to Ref SYDNEY 264148 where small shell had exploded in the middle of a street on hard surface (Macadam). Angle of descent of shell being approx 1º dog extreme range apparently being used, this applied to all shells fired. Point of impact shows that the shells were fired from SSE.

2. LOCATION:
O'Sullivan Rd and Plumber Sts.

3. DAMAGE CAUSED:
Small portion of roadway blown away and large block of flats damaged by blast to windows and fragmentations marks on interior walls. Paper strips on windows proved very effective as only centre portion of window glass had been blown away, remainder being shattered.

4. LOCATION:
Location of second shell visited was at Balfour St off Latimer St. Ref 264146.

This shell was unexploded and had lodged in back yard of cottage and had been removed by Bomb Demolition Squad.

5. LOCATION:
Location of third shell visited was at block of flats Northern end of ROSE BAY golf links.

6. DAMAGE CAUSED:
Shell had penetrated brick wall of flats 1 ft below roof, passed through ceiling and lodged on second floor in adjoining room. Tenant being very upset it was not advisable to enter flats for examination. This shell also failed to explode and was removed by demolition squad.

7. LOCATION:
Location of fourth shell visited was in Victoria Rd Ref 261143.

8. DAMAGE CAUSED:
This shell had lodged in rear portion of old brick cottage and had caused considerable damage, wrecking rear portion of cottage - bathroom, wash-house etc., also cracking walls and ceilings in most rooms.
Rear of adjoining house on NORTH side was also badly damaged.

9. LOCATION:
Location of fifth shell visited was in Simpson St Ref 268132. This shell landed on roadway (Macadam) and was also unexploded and had been removed by demolition squad, a fairly large hole being barricaded off.

The following list shows the positions of 12 shells that were located :

1.	26 Manion Av.	Unexploded shell (removed)
2.	4 & 6 Bradley Av.	Exploded
3.	3 Plumer Rd.	Exploded
4.	Cr Small & Fletcher Sts.	Exploded
5.	81 Beresford Rd.	Unexploded (removed)

6.	68 Streatfield Rd.	Shell fragments (found)
7.	4 Salisbury Rd.	Electric wires down
7a.	Salisbury Rd.	Electric wires down
8.	63 Latimer Rd.	Unexploded (removed)
9.	67 Balfour Rd.	Unexploded (removed)
10.	Golf Links	2 Shells (unknown)
11.	Simpson St Bondi.	Shell unexploded (removed)

After taking bearings through the walls along the lines of penetration at certain points, the bearings gave the approx position of enemy submarine as SYDNEY H R 297044.

APPENDIX NO.2

ROAD REPORT

ROAD:
A new strategic road being constructed from MT KEIRA to MT KEMBLA (refs 844519 to 815498). Progress on this road at present is slow as labour and necessary machinery are being used on other works.

DISTANCE:
2½ miles.

DATE OF RECCE:
13 Jun 42.

REF MAP:
WOLLONGONG 1/63,360.

NATURE:
Natural sandstone soil with a large percentage of clay. Approx 20' wide. From ref 844519 it passes through fairly level country. Steep grade down at 839510 and thence steady downward grade over bad clay surface. Impassable from this ref to 819500 from where single B2 (B3) rd joins into B1 road at 815498.

GRADES:
Steep grade for approx 200 to 250 yds at ref 839510. Continual steady grade from here to 819500.

BRIDGES AND CULVERTS:
At ref 817499 a very weak wooden bridge over a small creek. This bridge will be replaced as work on the road proceeds.

FENCES:
Unfenced throughout.

SURROUNDING COUNTRY:
Undulating sandstone country, well drained and ~~fairly~~ heavily timbered.

IMPORTANCE:
This road is being constructed at the request of 26 Aust Inf Bde and when completed will provide a route South over the escarpment via MT KEMBLA.

AIRCOVER:
Aircover is poor except in small patches.

DETOURS:
Nil.

H.Q. 1 AUST. DIV.

APPENDIX NO.3

BRIDGE REPORT

M R 100356

MAP REF:
BROKEN BAY 1"

VICINITY:
Ref 100356.

CONSTRUCTION:
Steel on concrete pylons with wood and iron fencing.

DIMENSIONS:
1..' span, roadway 2.', footway on Northern side 5' wide. Height above rails 18' with 33' between-pylons. Centre pylon 21' wide. Fencing 4' high and 5'6" at centre.

ROAD CLASSIFICATION:
Sealed A1.

BRIDGE LOAD:
Classified as '12'

ALTERNATIVE ROUTE:
Bridges at refs 1.3365 and 99352.

APPENDIX N.4

BRIDGE REPORT

M R 1 1354

MAP REF:
BROKEN BAY 1"

VICINITY:
Map Ref 1.1354

CONSTRUCTION:
Steel on brick pylons, with wood and iron fencing.

DIMENSIONS:
9.' span. Roadway 2.' wide. Footway 5' on Eastern side. Height above rails 18'. Fencing 4' high and 5'6" in centre.

ROAD CLASSIFICATION:
Sealed A1.

BRIDGE LOAD:
Classified as '5'

ALTERNATIVE ROUTE:
Bridges at ref 99352 and 1.5351.

APPENDIX NO.5

BRIDGE REPORT

M R 085330

MAP REF:
BROKEN BAY 1" 085330.

VICINITY:
The Bridge crosses the SYDNEY-HORNSBY Rly at Duffy Av THORNLEIGH.

CONSTRUCTION:
It is wooden with two brick supports each 30' x 3' and fencing of wire and corrugated iron.

DIMENSIONS:
The bridge has a span of 84' and is 18' wide. The fencing is approx 5' high.

ROAD CLASSIFICATION:
Sealed B1.

BRIDGE CLASSIFICATION:
1 2.

ALTERNATIVE ROUTE:
An alternative route could be taken by crossing the rly line at THORNLEIGH Rly Stn M R 079322.

H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 19.

AUSTRALIAN MILITARY FORCES

ESD/DW

HQ I Aust Div,
HOME FORCES

G 461

21 Jun 42

Subject: MECHANIZATION CIRCULAR NO 97A

DISTRIBUTION

RAA I Aust Div	10	18 Fd Amb	1
RAE I Aust Div	10	21 Fd Amb	1
Sigs I Aust Div	8	50 Div Ord Wkshop	3
9 Aust Inf Bde	7	50 Div Ord Fd Pk	3
28 Aust Inf Bde	7	18 Grn Bn	2
31 Aust Inf Bde	7	SK Nthn Area SO	1
AASC I Aust Div	8	SK Centre Area SO	1
I Aust Div Pro Coy	1	SK Sthn Area SO	1
6 D & E Pl	1	COPIES TO:	
HQ I Aust Div MT	1	ADMS	1
I Fd Cash Office	1	DADOS(E)	21
I Aust Div FSS	1	DAQMG	1
I Fd Hyg Sec	1	SOMT	1
9 Fd Amb	1	File	2
		War Diary	2 ✓

1. Herewith Mechanization Circular No 97A for information, guidance, & necessary action.

K.D. Dunning Capt
for (H.N. HERFORD) Colonel
General Staff I Aust Div.

H.Q. 1 AUST. DIV.

MECHANIZATION CIRCULAR NO. 97A

LUBRICANTS FOR ARMY MECHANICAL VEHICLES

This Circular cancels all previous circulars on the above subject, e.g. Mechanization Circulars 97, 96, 93 and 75, and has precedence over all lubrication instns or schedules appearing in Mechanization Pamphlets, Instn Books, Trg Instns and all such memoranda.

2. Appx "A" shows table of lubricants to be used in Army vehs.

3. It will be noted that the use of D.T.D. Engine Oil 80 has been discontinued, but until all existing stocks are exhausted, this grade may be used in the crankcase of all Ford engines.

OIL CHANGE INTERVALS.

4. The instns set out in Appx "B" will be followed for all normal operating conditions. When vehicles operate under extremely adverse conditions which may require a deviation from these intervals, authority for such is to be obtained from the CMME or SOME in the case of "A" and "B" vehs, and from the DDS & T or ADS & T in the case of A.S.C. vehs.

RUNNING-IN OF NEW VEHICLES.

5. D.T.D. Engine Oil 20 will be used for the running-in of all new and reconditioned water cooled engines. Motor cycles and other air cooled engines will use the normal grade (generally D.T.D. Engine Oil 60) for running-in.

A reconditioned engine will be treated in the same manner as a new engine.

ECONOMY IN THE USE OF LUBRICANTS.

6. In order that strict economy with regard to the use of lubricants may be obtained, the following details must be observed -

(a) FILLING AND TOPPING UP OF ENGINE SUMP.

Vehicle to be on level ground.
It is essential that when "topping up" is necessary, only sufficient lubricant be added to raise the level to "Full" mark on the dip stick.
Lubricant is rapidly consumed if the sump is over-filled, or if the oil level is allowed to drop below the "Low" mark on the dip stick.
To obviate loss from spilling, a funnel must always be used when filling the sump. (Note: The funnel should be perfectly clean).

(b) FILLING OF GEAR BOXES AND REAR AXLES.

Vehicle to be on level ground.
The procedure for filling is outlined in the Vehicle Instn Book and should be strictly adhered to.
Overfilling should be avoided as this causes leakage and resultant waste of lubricant

(c) CHASSIS LUBRICATION.

Excessive use of lubricants should be checked and the drs instructed in the correct use of grease gun so that waste through over-lubrication is avoided.

(d) OIL LEAKAGES.

Leakage of oil which is greater than the normal seepage from the crankcase, gear box and axle differentials, etc, is the cause of considerable wastage. Drivers should be instructed to report such leakages immediately so that they may be rectified without delay.

(e) OVER-REVVING OF ENGINE.

This increases consumption of engine oil and should be avoided by the intelligent use of gears and throttle at all times.

(f) STORAGE OF LUBRICANTS.

Careful storage to avoid deterioration and wastage is essential. When not in use, all containers must be sealed and taps tightly closed so that leakage is obviated and no contamination occurs.

(g) RECLAMATION OF USED LUBRICATING OIL.

Three containers for used lubricating oil should be available with each unit operating or servicing Mechanical Vehicles.

One for used Engine Oil
One for used Air Cleaner and Flushing Oil
One for used Gear oil and other waste Petroleum Products.

All personnel should be educated to salvage every drop of used lubricating oil and TO PREVENT MIXING OF USED ENGINE OIL, particularly with Gear and Hypoid Oil.

THIS IS A MATTER OF NATIONAL IMPORTANCE.

(Sgd.) Colonel,
Director of Mechanization.

•MGOS(a)VS/LD

APPENDIX "A"

MECHANIZATION CIRCULAR NO 97A

TABLE OF LUBRICANTS TO BE USED IN ARMY MECHANICAL VEHICLES.

VEHICLE TYPE	Engine	Gear Box	Diff or Final Drive	Steering Box
Carriers -				
Universal; MG No 1, No 2 and 2A,..... 2 pr, 3" Mortar	30	H.90	H.90	H.90[a]
Cars, Vans and Lorries -				
AEC.....	30	60	H.90	C.G.
Albion.....	30	60	H.90	60
Armd & Scout, includes Morr n Perry ton, WD & White.....	30	H.90	H.90	H.90
Bean.....	30	60	H.90	H.90
Bedford Lorries and Buses.....	30	60	H.90	H.90
Chevrolet (all types) 2 wheel drive..	30	60	H.90	H.90
Commer Lorries.....	30	60	H.90	60
Dodge.....	30	H.90	H.90	H.90
Fargo.....	30	H.90	H.90	H.90
Ford (all types) 2 wheel drive.....	30	60	H.90	H.90
GMC.....	30	60	H.90	H.90
International.....	30	60	H.90	H.90
Leyland Lorries.....	30	60	H.90	H.90
Morris.....	30	60	H.90	60
Maple Leaf.....	30	60	H.90	H.90
Thornycroft.....	30	60	H.90	60
Vulcan.....	30	60	H.90	C.G.
Vauxhall Cars.....	30	60	H.90	H.90
Motor Cycles -				
AJS.....	60	60[#]	-	-
Ariel.....	60	60[#]	-	-
BSA.....	60	60[#]	-	-
Matchless.....	60	60[#]	-	-
Norton.....	60	60	-	-
Royal Enfield.....	60	60	-	-
Triumph.....	60	60	-	-
Velocette.....	60	60	-	-
Note: One tablespoon full of engine oil to be added to each gallon of petrol used in Motor Cycles.				
Tanks -				
Light, Mark VI. (Meadows Engine).....	30	60	60	-
Medium, Mark II (Armstrong Siddeley Engine).....	60	60	60	-
Light M3 (General Stuart) (Continental Engine) See Mech Circular No 30	60	60	60	-
Medium, M3 (Generals Grant or Lee) (Wright engine).....	60	60	60	-
Cruiser, Mk VI (Crusader)(Liverty Eng)	30	140	140	S.A.
Inf Mk II A (Matilda)(Leyland Compression Ignition Engine).....	30	30	140	-
Light, Harmon Herr (Hercules Engine) Model CTIS-1EA	30	140	140	60
A.C.1 (Aust)(Sentinel)(3 Cadillac Engs	30	60	H.90	-

VEHICLE TYPE	Engine	Gear Box	Diff or Final Drive	Steering Box
Tractors -				
Arty, 4 & 5 Wheel Drive (Warrington)	30	H.90‡	H.90	H.90
Cletrac (Compression Ignition)	30	30	30	30
Fordson	30	30	30	
Hatbl (Thornycroft engine)	30	30	30	H.90
McCormick Deering (Commercial Tractor)	30	30	30	
Transformers -				
Ford (Thornton Drive)	30	H.90	H.90	H.90
Mamor - Hern[illegible] 6 Wheel	30	H.90‡	H.90	H.90
Thornycroft (Mk. 5)	30	30	H.90	60
Trucks - All special WD or [illegible] Vehicles				
Ford or Chevrolet, 15 cwt and 3 ton	30	H.90‡	H.90	H.90
(see separate Table on this page)				

NOTES: ‡ Transfer Gear Box Use D ϕ D 140.
ϕ F.G. may be used if excessive leakage occurs past oil seals.
‡ Where Burman Gear Boxes are fitted, use D ϕ D 140.

TRUCKS W.D.

The following table applies to all Ford and Ch[illegible] WD or UNO Trucks only, and supersedes those appearing in the respective vehicle Instn Book.

Part.	Lubricant
Crankcase	30
Transmission or Winch	H.90
Differentials or Final Drive	H.90
Transfer Case	140
Steering Gear Box	H.90
Universal Joints (Propellor Shaft)	F.G.
Universal Joints (Front Axle)	F.G.
Wheel Bearings	F.G.
Chassis Pressure Fittings	F.G.
Shock Absorbers (Ford)	30
Shock Absorbers (Chev.)	S.A.
Vacuum Brake Booster Cylinders	B.F.
Hydraulic Brake System	B.F.

GENERAL NOTES ON LUBRICATION, OTHER THAN WD TRUCKS.

Part.	Lubricant.
Air Cleaners (oil bath or Wire Gauze type)	30
Vacuum Brake Booster Cylinders	B.F.
Chassis point[illegible]	
Specified	60
Universal Joints	
All	F.G.
Trucks, 1 c, WD or UNO Vehicles	F.G.
Conventional Vehicles etc, and M/Cycles	C.G. (2 choice F.G.)
Where graphite grease is specified	F.G.
Flushing Oil	20 (or 30)

Part.	Lubricant.
Generators and Starters	30
Ford Front Springs	C.G. (See note 5)
Hydraulic Brakes	B.F.
Running-in Oil (Water-cooled engines)	20
" " " (Air-cooled engines)	60
Shock absorbers (where fluids required)	
(a) G.M. Units and Ford Monroe	S.A.
(b) Houdaille (Ford type)	60 (See note 4)
Oil Guns	Engine Oil
Universal Joints - Propellor Shaft(grease)	F.G.
" " - " " (Oil type)	
" " - Front Axle Drive	F.G.
Water Pump (greased type)	F.G. (See Note 3)
" " (oiled type)	30
Wheel bearings	F.G.

Any points not specifically covered by above, refer Makers Instn Book or Special Circular covering that particular Vehicle.

---

* 60 may be used in place of 30 if excessive spillage occurs during cross country operation.

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(1) Abbreviations in table:-

	Equivalent S.A.E. No.
"20" means D & D Engine Oil 20	20
"30" " " " " 30	30
"60" " " " " 60	60
"140" " " Gear Oil 140	140
"H.90" " " Hypoid F.D. 90	Hypoid 90
"S.A." " " Shock Absorber Oil	-
"B.F." " " Hydraulic Brake Fluid	-
"C.G." " " Chassis Grease	-
"F.G." " " Fibre Grease	-

(2) The above grades will constitute the complete range of lubricants for Army Mechanical Vehicles.

(3) Water Pumps (greased types): It will be necessary to include provision for a thorough flushing of the engine cooling system at not less than 6,000 mile intervals, particularly where Fibre Grease is used as a substitute for a special water pump grease where specified by the manufacturer.

(4) D & D Shock Absorber Oil is suitable for use in Delco, Delco-Remy Dubonnet (knee action unit), Lovejoy, Gabriel (piston), Berg, Monroe, Spicer, Armstrong, Luvax (piston), Storey types of Shock Absorbers.

D & D Engine Oil 60 will be used for all Ford Houdaille type. It is to be noted that certain Ford 1939 and early 1940 models incorporate a Shock Absorber which is factory filled with a castorbase fluid. Such Shock Absorbers may be identified by the fact that they have a raised [illegible] the filling plug. In any such cases it will be necessary to completely drain the shock absorber before re-filling with D & D Engine Oil 60. Where this is done the radiators should be marked with two parallel file cuts, for guidance of maintenance service.

(5) Fibre Grease or Chassis Grease will be used for all points where Graphite Grease is specified by the manufacture. Fibre Grease or Chassis Grease will also be used as a substitute for the special Ford lubricant as specified by that manufacturer, for the lubrication of front springs on certain of the Ford models.

H.Q. 1 AUST. DIV.

MECHANIZATION CIRCULAR NO 97A — APPENDIX "B"

SCHEDULE OF OIL CHANGE INTERVALS

VEHICLES. Cars, Vans 12 - 15 cwt & Trucks 1 ton 15 cwt WD or DND				VEHICLES. Lorries 30 cwt & 3 ton Trucks (AP or DND) 5 ton			VEHICLES Motor Cycles	
Mileage	Engine	Gear Box	Diff or Final Drive	Engine	Gear Box	Diff or Final Drive	Engine	Gear Box
250	D.F.X.			D.F.X.			D.F.R.	
1,000	D.F.R	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D . F . R.
2,000	D.R.			D.R.			D.R.	
3,000				D.R.			D.R.	
4,000	D.R.			D.R.			D.R.	
5,000				D.R.			D.R.	
6,000	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D.F.R.	D L F . R
The engine oil is changed every 2,000 miles after the first 2,000 miles.		Gear Box and diff - drained, flushed and refilled every 6,000 miles after the first 6,000 miles.		Engine oil is changed every 1,000 ml	Gear Box and diff - drained flushed and refilled every 6,000 after first 6,000 mls.		Engine oil changed every 1,000 miles.	Drained, flushed and refilled every 6,000 after first 6,000 mls.

TABLE: "D" Drain while hot, preferably just after a run.
"F" Flush (with 3 Pts approx), engine to run at fast idle for about 5 mins.
"R" Refill with Normal Lubricant as specified in appx "A"
"X" Refill with engine oil D.E.2.0

APPENDIX "B" Contd.

VEHICLES. Carriers, MG, 2 pdr & 3" Mortar, Tractors (Tracked)				VEHICLES. Tractors Arty, 4 & 6 WD Tractors & AFVs (Wheeled)			REMARKS.
Mileage	Engine	Gear Box	Diff or Final Drive	Engine	Gear Box	Diff or Final Drive	
250 500 750 1,000 1,250 1,500 1,750 2,000 3,000 4,000 5,000 6,000	D.F.X. D.F.R. D.R. D.F.R. D.R. D.R. D.R. D.F.R.	D.F.R. D.F.R. D.F.R.	D.F.R. D.F.R. D.F.R. D.F.R.	D.F.X. D.F.R. D.F.R. D.R. D.F.R.	D.F.R. D.F.R.	D.F.R. D.F.R.	Note: Tks light M3 - Refer Mech Circular No 200. Tks Mod etc - Ref special Circular issued for each type Note: Engines fitted with lubricating oil filters will have the draining period extended to a mileage, twice that shown in this circular, and flushing may be dispensed with.
	Engine oil changed every 250 mls and in addition flushed every 1,000 miles	After first 2,000 mls Gear Box is drained flushed and refilled every 4,000 miles.	After first 2,000 mls Diff is drained, flushed and refilled every 2,000 miles.	After first 500 miles engine oil changed every 500 mls and in addition flushed every 4,000 miles.	After first 2,000 miles Gear Box and Diff are drained, flushed and refilled every 4,000 miles.		

AUSTRALIAN MILITARY FORCES

RSD/DW

HQ I Aust Div
[illegible]

G462

21 Jun 42

Subject: K.B.I. CIRCULAR 42169

DISTRIBUTION

RAA I Aust Div	10	18 Fd Amb	1
RAE I Aust Div	10	21 Fd Amb	1
Sigs I Aust Div	8	50 Div Ord Wkshop	3
9 Aust Inf Bde	7	50 Div Ord Fd Pk	3
28 Aust Inf Bde	7	18 Grn Bn	2
31 Aust Inf Bde	7	SK Nthn Area SO	1
AASC I Aust Div	8	SK Centre Area SO	1
I Aust Div Pro Coy	1	SK Sthn Area SO	1
6 D & E Pl	1	COPIES TO:	
HQ I Aust Div MT	1	ADMS	1
I Fd Cash Office	1	DADOS(E)	21
I Aust Div FSS	1	DAQMG	1
I Fd Hyg Sec	1	SOMT	1
9 Fd Amb	1	File	2
		WarDiary	2

1. Herewith M.B.I. Circular No 42169 for information, guidance, & necessary action.

(H.H.HERFORD) Colonel
General Staff I Aust Div

DEPARTMENT OF THE ARMY.

42169

General Headquarters (Aust)
Victoria Barracks
MELBOURNE. S.C.1

TRAINING INSTRUCTION

CARE AND MAINTENANCE OF MECHANICAL VEHICLES.

In amplification of AHQ 86709 of 17 Nov 41, I am directed to state that it is stressed that the responsibility for tng of Unit personnel rests with Commanding Offrs.

2. To further implement the policy laid down as above, it is advised that all Driving and Maintenance Schools at present known as Comd or District MT Schools will be utilised for the tng of Unit Offrs, WO, NCOs and potential NCOs who, on qualifying and returning to units will be utilised there as D & M Instrs or assistant instrs, and as Unit Testing Offrs. Comd or District MT Schools will NOT undertake the tng of Drivers MT.

3. In this respect Appendices "A" and "B" of AHQ 86709 have been revised and will be replaced by Appendices "A" and "B" hereto which provide for separate Syllabi of Tng for -

(a) The Instr in Comd and District Schools. App "A" Pt I Wheeled Vehicles; Pt II Carriers (Aust).

(b) Personnel within the Unit. App "B" Pt I Wheeled Vehicles, Pt II Carriers (Aust.)

4. Steps will be taken to ensure that students qualifying in such MT Schools are employed in accordance with their special qualifications on return to their Units.

5. Care and Control will be exercised by General Staffs concerned in sub allotment of vacancies to units. Recent inspection discloses that vacancies to Schools are being allotted with more regard to the capacity of the School than the requirement of the Unit.

6. General Staffs concerned will ensure, by completion of domestic control charts, that units secure a balanced allotment of vacancies, will make themselves conversant with wastage, and also ensure that such allotments are not made to units whose requirements have already been fulfilled.

7. Standard precis of lectures and lessons for use as a guide by instrs in schools and units are now in course of preparation and will shortly be published together with standard syllabi of tng as part of Mechanical Vehicle Tng Pamphlet No 3, entitled "Training of Drivers MT".

8. Until publication of Mechanical Vehicle Tng Pamphlet No 3, all students in schools who qualify at courses in driving and maintenance will, before marching out, be handed a copy of the appropriate part of Appendix "B" hereto for their guidance in unit instruction.

The following additional aids to tng of dvrs and of instrs are in course of preparation and will be published or issued shortly -

Mechanical Vehicle Training Pamphlet No 1, entitled "Drivers Routine Maintenance".

Mechanical Vehicle Training Pamphlet No 2, entitled "Testing and Examination of Drivers MT".

Mechanical Vehicle Training Pamphlet No 3, referred to above, dealing generally with the training of drivers, MT and precis; organization of unit instruction; and principles and practice of instruction.

A series of wall charts and diagrams for use by instrs.

(Sgd.) .H. HILLISS Major
for Brigadier,
Director of Military Training.

H.Q. 1 AUST. DIV.

APPENDIX "B"

UNIT SYLLABI OF TRAINING.

DRIVING AND MAINTENANCE, WHEELED VEHICLES, CARRIERS MG (AUST) AND MOTOR CYCLES.

INTRODUCTION.

1. Administration.

All trainees will report to O.i.c. Course before 1400 hrs on the day preceding the commencement of the course.

The following administrative details will be completed -

(a) Checking of nominal rolls
(b) Trainees individual records
(c) Issue of text books, stores, and any precis matter to be issued before commencement of course
(d) Squadding parade or assembly
(e) Opening address by CO or O.i.c. Course, and reading of any unit standing orders applicable to the course.

Administrative preparations for the bivouac included in the course may be made on the Saturday and Sunday preceding and during periods 202-204 of the syllabus. Administration will be arranged to fit in with the syllabus and trng will not be subordinated to routine administration in any circumstances.

Trainees who prove incompetent, not amenable to discipline or lacking in keenness; or who become causes or promoters of dissatisfaction will be returned to their sub-units forthwith, and the fact and reasons for such return will be reported to the Commanding Offr.

2. Squads.

Trainees will be squadded as far as possible so as to -

(a) Keep the standard of knowledge even throughout a squad
(b) Keep trainees from each sub-unit together so as to promote healthy rivalry.

Sub-unit Commanders will assist by drafting to the course trainees of approximately equal knowledge.

The maximum number of trainees to be allotted to a squad will be ten. This number will not be increased except in case of emergency, when a temporary increase may be made.

Instruction shown in the syllabus as lectures will be given whenever possible by offrs and may be given to more than one squad if the standard of trg will not thereby be prejudiced. All instruction other than lectures will be given by squad instrs to their own squads only.

3. Duty numbers.

One trainee in each squad will be detailed daily as squad duty number. He will be responsible to the squad instr for -

(a) Discipline and internal economy of the squad during working hours when the squad instr is, for any reason absent.
(b) Having the squad at the time and place appointed ready for instruction with note books, tools etc.

3. Duty numbers (Contd.)

(c) Vehicle, VCL and other squad stores or eqpt.
(d) Handing over to his next for duty on completion of his tour.

Where the number of carriers or wheeled vehicles allotted to a squad exceeds two, vehicle duty numbers will also be detailed for each vehicle in the squad. Each will be responsible to the squad instr and to the squad duty number for -

(a) His vehicle with its tools stores and VCL eqpt
(b) Handing over to his next for duty on completion of his tour.
(c) The maintenance of his vehicle by its crew and the correct use and disposal of all forms reports and vehicle records in connection with the vehicle.

4. Movements of trainees in vehicles

All movements will be originated and controlled by definite orders framed on the lines of an operation order. Orders will be relayed to dvrs as indicated in precis of lecture "Mechanized movement by road 2" under heading "Moving an MT Column". The above will not apply to the initial stages of elementary driving instruction in the paddock unless indicated by the syllabus.

5. Routes and courses for driving instruction and map reading

Routes and courses will be selected and used so as to provide the type and approximate duration of instruction laid down in the syllabus. These will be so chosen as to bring out all the lessons to be taught. Sound selection of tng areas routes and courses is essential to efficient tng.

6. Instructional hours.

The hours specified in the syllabus will be observed. When driving instruction includes maintenance on return, squad instrs will see that their squads return in time to complete routine maintenance thoroughly within the time shown as the end of the instruction. Maintenance will be faithfully completed at all times and the full hours laid down will be devoted to it.

7. Practical instruction.

In all practical instruction the following matters will be borne in mind and taught by squad instrs -

(a) The correct use of the proper tools for each op
(b) The limit of the scope of the driver in adjustments and repairs.
(c) Every operation included in Driver's routine maintenance will be taught in its correct group sequence whether the vehicle actually required it or not, at the time
(d) The importance of absolute cleanliness of lubricants and all containers pourers etc used in connection therewith.
(e) The importance of cleanliness of the vehicle as a basis for good inspection
(f) The importance of examining all drainings and flushings from engines and transmission housings for signs of trouble
(g) Methods whereby inspection and maintenance in the dark or under camouflage can be effectively carried out.

7. Practical instruction (contd)

(h) Anticipation of requirements of lubricants,stores etc by squad duty numbers.

(i) Correct use of all forms,particularly G.2.,G17 and AAB 20.

8. Note Books

Note books will be kept neatly and will be checked by squad instrs once every week.

9. Instructional vehicles.

Vehicles provided for instructional use will be complete in all details and their condition will be in such a state of maintenance as to be a fitting example to trainees. New vehicles will not be used.

10. Trainees to be relieved of other duties.

Personnel being trained in driving and maintenance will be relieved of all unit routine duties and fatigues during hrs of instruction and organised study.

11. Instructional equipment.

A suitable place will be provided for the giving of lectures and lessons. One blackboard per squad will be provided and full use will be made of such wall charts,diagrams, and models as are available.

12. So far as is possible,teaching will be by eye. The use of strip films is a valuable aid to instruction and these may be obtainable with projectors on loan under bde etc arrangements, through SOs,MT or Bde TOs.

Vehicles will NOT be dismantled or stripped for instructional purposes.

12. Adherence to syllabus.

No excuse will be accepted for departure from the strict sequence of the syllabus except unavoidable shortage of instructional eqpt. In such a case,periods in any one day may be staggered to allow different squads to use the same eqpt provided that the logical sequence of instruction is not thereby destroyed.

13. War atmosphere to be fostered in trng.

During driving instruction on roads or across country a realistic war atmosphere will be created and maintained. In particular reconnaissance,concealment,dispersal and action in case of air attack will be practised,and trainees will be made familiar with the simpler aspects of traffic control and working in and with a convoy.

Track discipline will be carefully watched and enforced in connection with bivouacs and driving exercises, and squads and larger groups will have regard to their own protection against ground air and gas attack at all times.

14. Resource and self reliance to be fostered.

All trainees will be encouraged to think for themselves and to understand and become interested in the organisation of unit exercises and the tng purposes behind them. Resource and self reliance will be tested and fostered and trainees will be encouraged to fit themselves to take the place of their NCOs should they become casualties in battle.

H.Q. 1 AUST. DIV.

Appendix "B"
Part I.

SYLLABUS OF TRAINING.

WHEELED VEHICLES.

Period No	Period	Subject
	MONDAY.-	Trainees will be squadded before commencing Course
1.	0630 - 0700	Assemble in squads, check text books and materials
2.	0830 - 0900	DRILL, dismounted and mounted
3.	0900 - 0945)	Allocation of vehicles, Issue of vehicle stores
4.	0945 - 1030)	tools and eqpt. Check VOLs.
5.	1045 - 1130	Investigation of vehicles, essential components and eqpt. Appoint squad duty numbers.
6.	1130 - 1230	LECTURE. Maintenance and its importance to vehicles and DETAIL of daily maintenance.
7.	1330 - 1415	LESSON. Driving hints and outline of tests for drivers, MT
8.	1415 - 1500	LESSON. Vehicle controls, setting for starting routine for starting, checking of gauges etc and
9.	1500 - 1530	PRACTICAL and practice on vehicles
10.	1545 - 1630	PRACTICAL LESSON. Correct use, stowage and care of tools and vehicle eqpt.
11.	1630 - 1730	Daily maintenance after duty
12.	1930 - 2130	LECTURE. Correct use of forms G.2, and G.17 & LESSON. Interpretation of charts and drawings, conventional mechanical signs.
	TUESDAY.	
13.	0630 - 0700	Daily maintenance before duty
14.	0830 - 0900	DRILL, mounted and visible and audible signals
15.	0900 - 0945	LESSON. Clutch and its operation.
16.	0945 - 1030	(with notes on WD and GWT types).
17.	1045 - 1130	LESSON. Gearbox and its operation.
18.	1130 - 1230	LESSON. Gearbox (with notes necessity for double de-clutching).
19.	1330 -)	DRIVING insts in paddock. Start and stop, simple
20.	)	changes up and down.
21.	)	
22.	1630)	
23.	1630 - 1730	Daily maintenance after duty.
24.	1930 - 2130	LECTURE. Map reading 1. Marginal information, definitions, conventional signs (abridged), scales, true, magnetic, and grid north
	WEDNESDAY.	
25.	0630 - 0700	Daily maintenance **after** duty
26.	0830 - 0900	LESSON, layout, use and maintenance of Auxiliary gearbox (Marmon-Herrington) and WD type transfer box, and auxiliary gearbox. (IP UNIT EQUIPMENT ONLY) OR. Practical map study if not unit equipment.
27.	0900 - 0945	LECTURE. Map reading 2. Magnetic variations,
28.	0945 - 1030	annual variations, bearings and back-bearings, conversion, use of protractor
29.	1045 - 1130	PRACTICAL MAP STUDY
30.	1130 - 1230	LESSON. 10 mile maintenance. Weekly maintenance.

Period No	Period	Subject.
	WEDNESDAY	
31.	1330 -)	DRIVING, gear changing on hills, stopping
32.	)	quickly and safely, starting on hills.
33.	)	(Paddock) Hand signals.
34.	1630)	
35.	1630 - 1730	100 mile maintenance (including daily) after duty.
36.	1930 - 2100	LECTURE. SOs, MV and SOs for drivers as affecting the driver MT.
	THURSDAY.	
37.	0630 - 0700	Daily maintenance before duty
38.	0830 - 0900	DRILL mounted and signals
39.	0900 - 0945	LESSON 4 stroke cycle and engine details
40.	0945 - 1030	" " " " "
41.	1045 - 1130	LECTURE. Lubrication and lubricants (care & use)
42.	1130 - 1230	LESSON. Outline of lubrication system.
43.	1330 - 1415	LESSON. Detail of 500 mile maintenance
44.	1415 -)	PRACTICAL - 500 mile maintenance as a routine.
45	)	
46.	)	
47	1730)	
48.	1930 - 2130	LECTURE. Map reading 3. Prismatic compass, uses by day and night, setting a map, finding north from a map and known features. Systems of ref.
	FRIDAY.	
49.	0630 - 0700	Daily maintenance before duty
50.	0830 - 0900	DRILL. Visual signals for reversing
51.	0900 - 0945	LESSON. Mechanical fuel pump and fuel system
52.	0945 - 1030	PRACTICAL LESSON. Investigation of system, maintenance hints, scope of driver's duties to be defined.
53.	1045 - 1130)	LECTURE. Use of transport forms (G.1, G.2, G.17)
54.	1130 - 1230)	and AAB 20
55.	1330 -	
56.	)	DRIVING in paddock, gear changing turning,
57.	)	reversing, manoeuvring. Use of lights.
	)	Recognising features from maps, map reading.
58.	1545 - 1630	Daily maintenance after duty.
59.	1630 - 1730	LESSON. Differential
60.	1930 - 2130	LESSON. Differential and final drive. Final drive details, op and maintenance of Marmon - Herrington and WD types of final drive, (if unit eqpt. If not unit eqpt, use last ½ hr for map study).
	SATURDAY.	
61.	0630 - 0700	Daily maintenance before duty
62.	0830 - 0900	DRILL mounted and signals
63.	0900 - 0945)	Weekly maintenance and handing over a vehicle
64.	0945 - 1030)	checking VOLs
65.	1045 - 1130)	" "
66.	1130 - 1230)	" "
	MONDAY.	**SECOND WEEK.**
67.	0630 - 0700	Daily maintenance before duty
68.	0830 - 0900	LECTURE. Principles of carburation
69.	0900 - 0945	LESSON. SU Carburettor and its controls (scope of driver MT to be defined as to maintenance.)
70.	0945 - 1030	LESSON Carter carburettor and its controls (scope of Driver MT to be defined as to maintnce).

Period No	Period		Subject.
	MONDAY.		
71.	1045 -	1130	LESSON. Sequence of fault finding, fuel & carb.
72.	1130 -	)	DRIVING instruction on wide back roads, lunch
73.		)	in field, map reading from vehicles and on foot.
74.		1500)	Hand signals to be stressed. Finding north.
		)	and setting maps
75.	1500 -	)	500 mile maintenance as a routine
76.		)	
77.		1730)	
78.	1930 -	2030	LECTURE. Map reading 4. Contours, gradients and intervisibility.
	2030 -	2130	LECTURE. Mechanized movement by road. 1. Vtn, mih, mph density, March discipline, halts.
	TUESDAY.		
79.	0630 -	0700	Daily maintenance before duty
80.	0830 -	0900)	LECTURE. Mechanized movement 2. Recce, methods
		)	of movement, action on obstruction and breakdown.
81.	0900 -	0945)	Traffic control, approach to dispersal areas, track discipline in harbour, assembly and start points.
82.	0945 -	)	PRACTICAL FAULT FINDING, fuel and carb
83.	-	1130)	
84.	1130 -	1230)	Map study and revision
85.	1330 -	)	DRIVING on roads. Orders for move to map ref,
86.		)	disperse, assemble pass start point, march
87.		)	discipline, signals, map reading, lunch in fd.
88.		)	Orders to move to map ref, (harbour), recce,
89.		1730)	approach, control dispersal, break harbour, return to unit by chain of map refs or distances and bearings. Daily maintenance on return
90.	1930 -	2130	LECTURE. G.13. What to do and not to do in case of accident (HBI G.127 41).
	WEDNESDAY.		
91.	0630 -	0700	Daily maintenance before duty
92.	0830 -	0900	DRILL mounted and signals.
93.	0900 -	0945	LESSON. Brake systems hydraulic, and mechanical
94.	0945 -	1030	linkage. Maintenance and adjustments permitted for the Driver MT
95.	1045 -	1130)	LESSON. Tyres, care and maintenance
96.	1130 -	1230)	LESSON. Correct pressures, causes of undue wear and deterioration.
97.	1330 -	)	PRACTICAL & DEMONSTRATIONS. Tyre removal, fitting
98.		)	and repair.
99.		1545)	Trainees to practise after demonstration
100	1545 -	1630	100 mile maintenance as a routine.
101.	1630 -	1730	" " by trainees afterwards
102.	1930 -	2130	LECTURE. Concealment & camouflage 1. Screening, blending and deceiving. Shadows and use of nets, foliage, backgrounds for disruptive painted vehicles, avoiding straight lines and unnatural occurrences dust, smoke and track discipline.
	THURSDAY.		
103.	0630 -	0700	Daily maintenance before duty
104.	0830 -	0900	LESSON. Towing and unditching.
105.	0900 -	0945	" " "
106.	0945 -		
107.		)	DRIVING. Practical towing and unditching.
108.		1230)	Map reading
109.	1330 -	)	DRIVING. Practical towing and unditching. Map
110.		)	reading. Use of camoufalge nets, backgrounds and
111.		)	foliage.
112.		1630)	

Period No	Period	Subject
THURSDAY (contd)		
113.	1630-1730	Daily maintenance after duty.
114.	1930-2100	LECTURE. Protection (General duties, ground, air and gas sentries, flank protection, road blocks, Action on air attack and gas attack. Alarm signals).
FRIDAY		
115	0630-0700	Daily maintenance before duty
116	0830-0900	DRILL. Park and signals mounted.
117 118 119 120 121 122	0900 -	DRIVING and exercises. Orders for move to a reference dispersc, assemble at a point, pass start point, signals, recce, map reading air and gas alarms, dispersal, concealment, traffic control on approach to harbour area, enter harbour under control, track discipline dispersal, concealment & camouflage. Lunch in field.
123	1545)	Orders for move by chain of references and bearings and distances, march discipline, signals, map reading.
124.	1545-1630	Weekly maintenance as a routine.
125	1630-1730	100-mile maintenance.
126	1930-2030	Study period, revision.
SATURDAY		
127.	0630-0700	Talk by squad instructors. How to approach an exam paper. Correct judgment of time. Reading question.
128 129 130 131	0830- 1130)	WRITTEN EXAMINATION three hours.
132	1130-1230	Handing over vehicles, checking V.O.Ls.
MONDAY		THIRD WEEK
133.	0630-0700	Daily maintenance before duty
134.	0830-0900	LECTURE. Simple electrical currents and
135.	0900-0945	circuits. Conductors and insulators, action of magnets, induction.
136	0945-1030	LESSON. Accumulator. Care, maintenance & testing.
137	1045-1130	LESSON. Practical details, arrangement and
138	1130-1230	maintenance of charging and lighting and starting systems.
139	1330-1415	PRACTICAL tracing of circuits on the vehicle. How to find a short circuit, join leads and tape up.
140 141 142 143 144	1415- 2230)	DRIVING and exercise. Evening meal in field, Move, harbour, and return similarly to periods 117-123. Daily maintenance on return. NCO Trainees to have practice in giving verbal orders for movement.

H.Q. 1 AUST. DIV

Period No	Period	Subject
TUESDAY		
145	0630-0770	Daily maintenance before duty
146.	0830-0900	LESSON. Principles of conventional battery & coil ignition system.
147.	0900-0945	LESSON. Principles applied to FD Ignition system.
148.	0945-1030	LESSON. Sequence of fault finding, ignition & electrical (within scope of driver only).
149	1045-1130	PRACTICAL LESSON. Investigation on vehicles, sequence applied to vehicle practically.
150.	1130-1230	Practical fault finding by trainees.
151	1330-1415	
152.	1415-1500	LESSON. Cooling system. Details and maintenance
153.	1500-	500-mile maintenance as a routine.
154		
155.	1730	INSPECTION by C O
156.	1930-2200	DRIVING with restricted lights, map reading, orders for move etc as in periods 117-123. Last 5 miles without lights after halt. 100 mile maintenance on return.
WEDNESDAY		
157.	0630-0700	Daily maintenance before duty.
158	0830-0900	LESSON. Speeds and loads for unit vehicles.
159.	0900-0945	LESSON. Detail of 1000-mile maintenance.
160	0945-	LESSON. Ackerman principle of steering.
161	1130	Outline of linkage. Inspection and maintenance of components. How to check roughly for misalignment.
162	1130-1230	LESSON. Cross-country driving. Choice of course, selection of gears, nursing the vehicle, correct approach to and negotiation of difficult places.
163.	1330-	DRIVING across country and exercises, Movement
164		orders to squad instructors. Relay to N C O
165		trainees who give verbal orders. Movement,
166		travel, harbour and return as in periods
167		140-144. Gas alarm, and map reading. Return
168	2130	without lights. Practice action on breakdown and on obstruction of road. Daily maintenance on return.
THURSDAY		
169.	0630-0700	Daily maintenance before duty.
170.	0830-	PRACTICAL FAULT FINDING
171		Revision of sequences for trainees not
172		continuously engaged.
173	1130	
174	1130-1230	1000-mile maintenance as a routine.
175	1330-	Revision of detail on the vehicle
176		
177		
178		
179	1730	
180	1930-2100	LESSONS. Hints to get a vehicle home. Revision.
FRIDAY		
181.	0630-0700	Daily maintenance before duty.
182.	0830-	DRIVING and exercises across country. Orders as
183.		per periods 163-168. Map reading. Lunch in
184.		the field. Exercises as in periods 117-123
185.		with towing practice. Orders for return by and
186.		movement controlled by NCO trainees.

Period No	Period	Subject
FRIDAY (Contd.)		
187. 188. 189. 190. 191. 192.	1730	Backward drivers to have most driving. Combine recce and traffic control with unit motor cyclist trainees if possible. Protective measures to be taken as against AFVs. 100 mile maintenance in the dark at suitable hr.
SATURDAY		
193.	0630-0700	Daily maintenance before duty
194.	0830-0900	DRILL
195. 196.	0900- 1030	Handing over vehicles. Checking of VOLs Practice in filling in G.17 and G.13.
197. 198.	1045- 1230	Weekly maintenance.
MONDAY.		FOURTH WEEK Note (a)
199.	0630-0700	Daily maintenance before duty.
200.	0830-0900	DRILL mounted
201.	0900-0945	LECTURE. Internal security. Precautions to see that orders etc are authentic, and against 5th column and sabotage activities. Observation and reports by the individual soldier.
202. 203. 204.	0945- 1230	PRACTICAL FAULT FINDING.
205.	1330-1415	LECTURE. Outline and the purpose of the coming bivouac. Points to watch. Importance of good maintenance in the field
207. 208. 209.	1500- 1730	500 mile maintenance. (Administrative preparations for bivouac completed by Instr i.c. course. Distribute movement orders to squad instrs.
210.	1930-2300	BIVOUAC AND EXERCISES DAY 1.
	1930	Verbal orders for move to squad duty numbers (Trainee NCOs if possible) Disperse to vehicles and relay orders.
	2000	Assemble at assembly point and leave
	2010	First squad pass start point in convoy. Find w by chain of references or bearings and distances March discipline, alarm, action on air attack. Recce, approach to harbour area. Traffic control.
	2200	Enter harbour area, dispersal, track discipline, concealment, protection at halt. Daily. maintenance after duty dispersed in dark.
	2300	Protection, internal security with organised rest till 0600.
TUESDAY.		DAY 2.
211.	0600-0700	Alarm. Blackout protection. Daily maintenance before duty on "all clear".
212.	0800-0830	Trainee squad leaders assemble. Orders for move Orders relayed to squads
213.	0830-0900	Break harbour, independent running to a reference.
214.	0900-0945	Halt, recce, movement in convoy, map reading,
215.	0945-1030	driving over bush tracks and back roads and
216.	1030-1130	cross country, signals, march discipline, gas alarm, normal halts. Recce and approach to dispersal area for long halt.
217.	1130-1230	Enter harbour, disperse, concealment & camou-flage, track discipline, 100 mile maintenance.

Period No	Period	Subject
TUESDAY. (Contd.)		DAY 2.
217.	1130-1230	Lunch in field and rest till 1400.
218.	1400-1415	Orders, disperse to vehicles and prepare to move.
219.	1415-1500	Move in small gps to a reference. Halt, move in
220.	1500-1545	convoy cross country or through minor obstacles
221.	1545-1630	practice in towing (½ hr) map reading from point
222.	1630-1730	to point. Recce of harbour area, controlled approach enter harbour, disperse to allotted areas, conceal and camflg vehicles.
223.	1730-1830	Daily maintenance dispersed and concealed. (Evening meal and recreation till 2100)
	2100	Strict blackout, organized rest, protection at halt.
WEDNESDAY		DAY 3.
224.	0300-0400	Alarm, protection, orders to move to a reference
225.	0400-0700	independently. Relay orders to drs. Break harbour, running in small gps to rendezvous. Halt, daily maintenance, Resume move in convoy map reading return to unit.
226.	0830-0900)	1000 mile maintenance as a routine.
227.	0900-0945)	
228.	0945-1030)	
229.	1045-1130)	
230.	1130-1230)	
231.	1330-1415)	1000 mile maintenance and INSPECTION by CO.
232.	1415-1500)	
233.	1500-1530)	TALK AND DISCUSSION. Mistakes and lessons of
234.	1545-1630)	the bivouac.
235.	1630-1730)	
THURSDAY.		
236.	0630-0700	Daily maintenance before duty.
237.	0830-0900	DRIVING AND OTHER LICENCE TESTS.
238.	0900-0945)	Revision and study for those not driving.
239.	0945-1030)	
240.	1045-1130)	
241.	1130-1230)	
242.	1330-1415)	Daily maintenance on return by trainees detailed
243.	1415-1530)	
244.	1500-1530)	
245.	1545-1630)	
246.	1630-1730)	
247.	1930-2030	Spare.
FRIDAY.		
248.	0630-0700	Spare
249.	0830-0900)	WRITTEN EXAMINATION. Three hours.
250.	0900-0945)	
251.	0945-1030)	
252.	1030-1130)	
253.	1130-1230)	PRACTICAL EXAMINATION
254.	1330-)	Testing of doubtful drivers and orals as
255.	)	necessary for trainees who have completed
256.	)	practical exam.
257.	)	Daily maintenance on return for drivers tested.
258.	1730)	
259.	1930-2030	Spare for orals etc to complete course.

Period No	Period	Subject.
SATURDAY.		
260.	0630-0700	Spare
261.	0830-0900)	Return stores text books etc
262.	0900-0945)	" " & administrative work necessary
263.	0945-1030	Closing address by CO
264.	1045-1130	March out to sub-units.

NOTES. (a) Administrative preparations for bivouacs may be made on Saturday, Sunday and during periods 202-204.

Vehicles will carry a moderate load and operate as much as possible without administrative vehicles.

(b) All driving instruction will be preceded by definite orders on the lines of an operation order.

H.Q. 1 AUST. DIV.
APPENDIX "B"
PART II.

UNIT SYLLABUS OF TRAINING.

CARRIERS MG.

Period No	Period	Subject
MONDAY.		FIRST WEEK.
1.	0630-0700	Assemble in squads, outline of day's work, check text books, note books, material, etc
2.	0830-0900	DRILL. Mounted and Dismounted. Appoint squad duty number and next for duty.
3.	0900-0945	Allocation of vehicles. Issue of vehicle stores,
4.	0945-1030	tools and eqpt as per VOL. Check VOLs.
5.	1045-1130	LESSON. Essential components of carrier and eqpt, Correct stowage of tools and eqpt.
6.	1130-1230	LECTURE. Maintenance and its importance to carriers AND DETAIL of daily maintenance
7.	1330-1415	LECTURE. Correct use of forms C.2 and C.17.
8.	1415-1500	LESSON. Driving tracked vehicles, their limitations and layout of controls.
9.	1500-1530)	LESSON. Correct use of vehicle tools.
10.	1545-1630)	LESSON. " " " "
11.	1630-1730	Daily maintenance after duty.
12.	1930-2100	Conventional signs used in blackboard drawing and in charts etc. Interpretation of sees etc.
TUESDAY.		
13.	0630-0700	DAILY maintenance before duty.
14.	0830-0900	DRILL. Mounted and visual and audible signals.
15.	0900-0945	LECTURE. Map reading (1). Marginal information, definitions, conventional signs (common), North points, magnetic, true and grid.
17.	1045-1130	PRACTICAL LESSON and practice. Track details and adjustment, suspension and detail.
18.	1130-1230	
19.	1330-)	DRIVING. Elementary setting controls, starting routine, starting and stopping, changing up and down in paddock.
20.	)	
21.	)	
22.	1630)	
23.	1630-1730	Daily maintenance after duty.
24.	1930-2130	LECTURE. Map reading (2). Variations, bearings, back bearing, conversion, details and use of Service protractor; AND LESSON. Map study (scales and units).
WEDNESDAY.		
25.	0630-0700	Dailymaintenance before duty as a routine.
26.	0830-0900	CREW DRILL and signals (Land Corps Code).
27.	0900-0945	LESSON. Track displacements and braking system,
28.	0945-1030	including simple brake adjustment.
29.	1045-1130	PRACTICAL brake adjustment. Demonstrated.
30.	1130-1230	LESSON. Map study and revision.
31.	1330)	DRIVING. Changing up and down on slopes and
32.		hills, stopping quickly and safely, starting on
33.		hills, turning with track displacement only.
34.	1630)	
35.	1630-1730	Daily maintenance after duty.
36.	1930-2100	LECTURE. SOIV and SOD
THURSDAY.		
37.	0630-0700	Daily maintenance before duty.
38.	0830-0900	DRILL. Mounted and signals.
39.	0900-0945)	LESSON. Clutch and remote controls
40.	0945-1030)	

Period No	Period	Subject.
THURSDAY (Contd.)		
41.	1045-1130)	LESSON. Gearbox and remote controls.
42.	1130-1230)	
43.	1330-)	DRIVING instruction. Gear changing, correct use
44.	)	of brake steering. Map reading practice for
45.	)	trainees not driving (plotting and converting
46.	1630)	bearings, computing distances etc.)
47.	1630-1730	Daily maintenance after duty.
48.	1930-2100	LECTURE. Map reading (3). Prismatic compass, its use by day and night, setting a map, systems of reference.
FRIDAY.		
49.	0630-0700	Daily maintenance before duty
50.	0830-0900)	LESSON 4 stroke cycle and engine details.
51.	0900-0945	LESSON " " " " " "
52.	0945-1030	LECTURE. Lubrication and lubricants used.
53.	1045-1130	LESSON. Outline of lubrication system of carrier
54.	1130-1230	LESSON. Detail of 50 mile maintenance.
55.	1330-1415	LECTURE. G.13. What to do and not to do in case of accidents (MBI G.127 41).
56.	1415-)	DRIVING instruction in paddock. Turning, reversing signals, manoeuvering, gear changing. Map
57.	)	reading for those not driving. Identifying a
58.	1630)	reference by known features, setting maps.
59.	1630-1730	50 mile maintenance as a routine.
60.	1930-2100	Revision.
SATURDAY.		
61.	0630-0700	Daily maintenance before duty
62.	0830-0900	DRILL and signals, MI by Trainees
63.	0900-0945	LECTURE. Forms, G.1, G12/4, AAB 20.
64.	0945-)	Weekly maintenance detailed.
65.	)	Weekly maintenance practical.
66.	1230)	Handing over and taking over carriers, check VOIs.
MONDAY.		SECOND WEEK.
67.	0630-0700	Daily maintenance before duty.
68.	0830-0900	DRILL, Mounted and signals.
69.	0900-0945)	LESSON. Coupling, differential and final drive.
70.	0945-1030)	LESSON. " " " "
71.	1045-)	LESSON. Mechanical fuel pump and fuel system
72.	1230)	generally. Investigation on the vehicle.
73.	1330-1415	LESSON. Revision.
74.	1415-)	DRIVING instruction in paddock. Turning, manoeuv-
75.	)	cring, gear changing, and negotiating small obsts.
76.	1630)	Map reading for those not driving (finding 4 and 6 figures refs on maps, setting maps, finding North by map and known features.)
77.	1630-1730	50 mile maintenance as a routine.
78.	1930-2130	LECTURE. Map reading (4).(Contours, gradients, intervisibility, north and sth by sun and stars) and by map and known points. Position by map and known points.
TUESDAY.		
79.	0630-0700	Daily maintenance before duty
80.	0830-0900	LECTURE. Elementary principles of carburation.
81.	0900-0945	LESSON, FD Carburettor and its controls. (Driver's scope of limitations to be defined).
82.	0945-1030	LESSON, sequence of fault finding, fuel & carb.

Period No	Period	Subject.
TUESDAY (Contd.)		
83. 84.	1045- 1230	PRACTICAL FAULT FINDING, (Fuel & carb. Define driver's scope.)
85. 86. 87. 88.	1330-1415 1415- 1630	DRIVING on soft back roads. Verbal orders for move specifying speed, intervals, halts, assembly and starting point. Relay orders to drivers. Map reading for those not driving, finding map refs on map, use of compass and protractor recognition of features by contours etc.
89.	1630-1730	Daily maintenance as a routine.
90.	1930-2130	LECTURE, mechanised movement by Rd 1 and 2. (vtm, mih, mph, density, recce, factors affecting movement. Methods of movement, halts march discipline, action on breakdown and on obstruction)
WEDNESDAY.		
91.	0630-0700	Daily maintenance before duty.
92.	0830-0900	Drill mounted and signals.
93. 94.	0900- 1030	LESSON, detail of 200 mile maintenance " "
95. 96.	1045- 1230	PRACTICAL LESSON, REMOVING, balancing and pairing of tracks. Practice by trainees.
97. 98. 99. 100.	1330- 1630	DRIVING instn. Orders, dispersed to vehicles, relay orders, assemble, pass start point, driving in convoy, vtm, mih, march discipline, halts negotiation of minor obstacles. Return by chain of map refs or distances and bearings.
101.	1630-1730	50 mile maintenance as a routine.
102.	1930-2200	LECTURE. Moving on MT column. " . concealment and camflg.
THURSDAY.		
103.	0630-0700	Daily maintenance before duty.
104. 105. 106. 107. 108.	0830-0900 0900- 1230	DRIVING instn. Orders, relay of orders, move across country, negotiation of banks ditches and minor obstacles, signals, march discipline. Move by chain of map refs, formation control dispersal and concealment at halts. Track discipline.
109. 110. 111. 112. 113.	1330- 1730	200 mile maintenance as a routine. " " " " " " " "
114.	1930-2230	NIGHT DRIVING with lights. orders, relay, assemble pass start, march discipline, convoy control, recce and night map reading. Move by chain of refs and distances and bearings.
FRIDAY.		
115.	0630-0700	Daily maintenance before duty.
116. 117. 118. 119.	0830- 1130	REVISION
120. 121. 122. 123.	1130- 1545	DRIVING on hard roads and across country. Orders disperse and relay, assembly and pass start, point to point map reading, recce of harbour area, control of approach, enter harbour, disperse and conceal, track discipline. Lunch in harbour. Recce break harbour to a ref, return by map refs.
124. 125.	1545- 1730	50 mile and weekly maintenance. " " " "
126.	1930-2100	Study period, revision, check note books and drawings.

Period No	Period	Subject.
SATURDAY.		
127.	0630-0700	Spare.
128.	0830-	WRITTEN EXAMINATION three hours.
129.		
130.		
131.	1130	
132.	1130-230	Check VOLs, hand over and take over carriers.
MONDAY.		**THIRD WEEK.**
133.	0630-0700	Daily maintenance before duty.
134.	0830-0900	LESSON, cross country driving and unditching and towing.
135.	0900-0945	
136.	0945-1030	LESSON, hints to get a vehicle home.
137.	1045-1130	Track-breaking as a routine.
138.	1130-1230	PRACTICAL removal and replacement of bogie
139.	1230-1415	springs.
140.	1415-	50 mile maintenance as a routine. MI by
141.	1530	trainees.
142.	1545-	DRIVING. Orders, disperse and relay, assemble and
143.		pass start, cross country work, unditching and
144.	2230	towing practice, recce of harbour areas, approach in control, dispersal concealment and camflg. Evening meal in harbour NCO trainees to give orders for return to unit, break harbour move by chain of map refs, last ten miles without lights. Daily maintenance on return.
TUESDAY.		
145.	0630-0700	Daily maintenance before duty.
146.	0830-	LECTURE, simple electrical currents and circuits
147.	0945	conductors and insulators, magnets, induction.
148.	0945-1030	LESSON, accumulator, its care and testing.
149.	1045-1130	PRACTICAL maintenance and testing of accumulators.
150.	1130-1250	LESSON, functions and maintenance of charging and
151.	1330-1415	lighting system. Key wiring diagram.
152.	1415-1500	LESSON, functions and maintenance of starter moto. solenoid, and bendix drive.
153.	1500-	200 mile maintenance as a routine.
154.		
155.	1730	INSPECTION OF CARRIERS BY CO or CC Course.
156.	1930-2100	LECTURE Protection, ground, air, and gas sentries and duties. Alarm signals, action on attack, flank protection, rd blocks, protection on the move.
WEDNESDAY.		
157.	0630-0700	Daily maintenance before duty.
158.	0830-0900	LESSON, FUNCTIONS and maintenance of cooling system.
159.	0900-	LESSON, battery and coil ignition. Details of the
160.	1030	FD system.
161.	1045-1130	LESSON. Sequence of fault finding, ignition and simple electrical faults. (define driver's scope)
162.	1130-1230	PRACTICAL LESSON. Fault finding on vehicles or running engine sets. Investigation of components and circuits.
163.	1330-	PRACTICAL fault finding, ignition and electrical.
164.		
165.	1530	
166.	1545-	DRIVING, orders, disperse and relay, assemble in
167.		squads and move past start by signals, unditching
168.	2230	and towing across country, map reading, recce of harbour, controlled approach and entry, dispersal concealment and camflg. Evening meal in field.

Period No	Period	Subject.
WEDNESDAY (Contd.)		
168.	2230)	Alarm, scatter independently, recce, find rendezvous, disperse. Reform and return by chain of refs without lights. Orders for return by trainees.
THURSDAY.		
169.	0630-0700	Daily maintenance before duty.
170.	0830-)	PRACTICAL FAULT FINDING.
171.	)	
172.	)	
173.	1130)	
174.	1130-1230)	LESSON, detail of 400 mile maintenance.
175.	1230-1415)	" detail contd and commence practical
176.	1415-)	400 mile maintenance as a routine.
177.	)	
178.	)	
179.	1730)	
180.	1930-220	NIGHT DRIVE WITHOUT LIGHTS. Orders, disperse and relay, move in squads past start, night map reading to follow course, march discipline, blackout, orders for return to unit by trainees. DAILY MAINTENANCE ON RETURN.
FRIDAY.		
181.	0630-0700	Daily maintenance before duty
182.	0830-)	PRACTICAL FAULT FINDING.
183.	)	Application of sequences.
184.	)	
185.	)	
186.	1230)	
187.	1330-)	DRIVING. Orders, disperse and relay, assemble in
188.	)	squads by signal and pass start. Move by chain of
189.	)	map refs bearings and distances, recce air and
190.	)	gas attack alarms, protection, action on attack.
191.	)	Recce of harbour, controlled approach and entry,
192.	2130)	dispersal concealment and camfig track discipline; protection at halt (post sentries). Evening meal in harbour. Alarm, protection, scatter recce of rendezvous, reform and return to unit without lights by map. 50 mile maintenance on return.
SATURDAY.		
193.	0630-0700	Daily maintenance before duty.
194.	0830-0900	DRILL and signals MT.
195.	0900-	Handing over & taking over sentries, check VOLs.
196.	1030	" " " " " " "
197.	1045-	Weekly maintenance detailed by NCO trainees
198.	1230	Weekly maintenance.
MONDAY.		FOURTH WEEK.
199.	0630-0700	Daily maintenance before duty
200.	0830-)	400 mile maintenance as a routine.
201.	)	
202.	)	
203.	)	
204.	1230)	
205.	1330-)	400 mile maintenance (contd.)
206.	1500)	
207.	1500-)	LECTURE, outline and the purpose of bivouac. Points
208.	1630)	to watch, internal security, importance of good maintenance in the field. (Squad instrs pick-up movement orders).
209.	1630-)	BIVOUAC AND EXERCISES, DAY I (Note (a))
210.	2300)	

Period No	Period	Subject.
MONDAY (Contd.)		
210.	1630	Squad instrs assemble, check of orders. Instrs disperse, signal duty numbers relay orders. Duty numbers relay to drivers.
	1700	Squads form up by signals, proceed to start point.
	1710	Pass start point in formation, move by chain of map refs or bearings and distances, recce, alarm (air attack), march discipline, recce of dispersal area for long halt. Controlled approach and entry.
	1830	Disperse and conceal vehicles, protection at halt. Evening meal in field.
	1930	Orders, relay, resume journey in formation, recce map reading to follow route, march discipline. Recce of harbour area, controlled approach and entry.
	2200	Dispersal concealment and camflg, blackout, protection at halt. Track discipline. 50 mile maintenance concealed and dispersed in dark.
	2300	Rest concealed and protected with blackout till 0600 or alarm.
TUESDAY.		BIVOUAC AND EXERCISES. DAY 2 (NOTE (b))
211.	0600-0700	Alarm (air sentry), all clear. Daily maintenance before duty, breakfast in harbour.
212.	0800-0830	Recce. Orders for move, relay orders, prepare to move.
213.	0830-0930	Break harbour, independent running to a ref recce and control of approach, dispersal in squads.
214. 215. 216.	0930-1130	Orders for move in formation. Move over bush tracks and across country by map refs, signals, march discipline, recce, gas alarm, recce and controlled approach to dispersal area for long halt.
217.	1130-1230	Enter area under control, track discipline, dispersal to allotted areas concealment and camflg. 50 mile maintenance, protection at the halt.
218.	1400-1415	Orders to move in small groups (squads) to alternative position by map refs bearings and distances.
219.	1415-1500	Squads move independently, recce, approach and disperse at alternative position
220. 221. 222.	1500- 1730)	Orders for move in formation across country and through minor obstacles, recce towing practice (½ hr). Point to point map reading. Recce and controlled approach to harbouf.
223.	1730-1830	Enter harbour, disperse to allotted areas, track discipline concealment and camflg. Protection at the halt. Daily or 50 mile maintenance according to distance. Evening meal and recreation until 2100 or alarm. Internal security, protection.
	2100	Strict blackout and silence. Protection, internal security. Organized rest till 0300 or alarm.
WEDNESDAY.		BIVOUAC AND EXERCISES DAY 3.
224.	0300-0400	Alarm, protection, scatter in small groups to a rendezvous without lights. Map reading, recce of rendezvous, approach and disperse. Daily maintenance before duty at r.v.
225.	0400-0700	Orders, relay to drivers, return to unit in formation. Move by chain of map refs, march discipline. recce, protection on the move.
226. 227.	0830-	400 mile maintenance without instrs for which marks will be allotted.

Period No	Period	Subject
WEDNESDAY (Contd.)		
228.		400 mile maintenance (Contd.)
229.		
230.	1230	
231.	1330-	
232.		
233.	1500-	TALK AND DISCUSSION
234.		Lessons and mistakes of the bivouac.
235.	1730	
THURSDAY.		
236.	0630-0700	Daily maintenance before duty.
237.	0830-0900	Revision.
238.	0900-	DRIVING TESTS completed. Tests of drivers on parts
239.		of course on which doubtful.
240.		Study for drivers not being tested.
241.	1230	Daily maintenance on return by those under test.
242.	1330-	
243.		
244.		
245.		
246.	1730	
247.	1930-2100	Study, final check on note books etc.
FRIDAY.		
248.	0630-0700	Spare.
249.	0830-	WRITTEN EXAMINATION THREE HOURS.
250.		
251.		
252.	1130	
253.	1130-1230	PRACTICAL EXAMINATION.
254.	1330-	(Test any remaining doubtful drivers, conduct and
255.		oral exams required. All doubtful trainees to have
256.		practical exam first.)
257.		Daily maintenance on return for drivers tested.
258.	1730	
259.	1930-2030	Spare to complete tests, orals etc.
SATURDAY.		
260.	0630-0700	Spare
261.	0830-	Return stores, text books, etc, and other admin-
262.	0945	istrative work. Issue AF G.II.
263.	0945-1030	Closing address by CO.
264.	1045-1130	March out of course, return to sub-units.

NOTES: (a) Administrative preparations for bivouac may be made on preceding Saturday and Sunday and during periods 200-206. Administrative vehicles will move independently of carriers, meeting trainee driven vehicles at pre-arranged rendezvous.

(b) Bivouac hours in this syllabus coincide with those of Unit wheeled vehicle course. Each course may co-operate with the other to add interest and realism to the exercises. However, the main purpose of both courses is to teach driving and maintenance under war conditions and exercises will not be allowed to interfere with driving practice or with maintenance.

(c) In all practical maintenance periods, the correct use of the proper tools will be stressed.

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H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 21

AUSTRALIAN MILITARY FORCES.

CWS/EM

HQ, 1 Aust Div,
HOME FORCES.

No G467.

22 Jun 42.

Subject: SYSTEM OF VEH MARKING IN WAR.

DISTRIBUTION:

RAA, 1 Aust Div	6
RAE, 1 Aust Div	6
Sigs,1 Aust Div	2
9 Aust Inf Bde	4
28 Aust Inf Bde	4
31 Aust Inf Bde	3
AASC, 1 Aust Div	4
ADMS, 1 Aust Div	5
1 Aust Div Pro Coy	1
4 Salvage Unit	1
3 Mob Bath & Fwd Decn Unit	1
Camp, 1 Aust Div	1
1 Fd Cash Office	1
18 Grn Bn	1
10 Aust Inf Bn	1

COPIES TO:

GSO I
AQ
DAQMG
DADOS
SOMI
1 Aust Div Tng School
File
War Diary (2)

1. Further to 1 Aust Div S.2268 of 15 Mar, S.2879 of 7 Apr, and S.2954 of 11 Apr 42 it is advised that Appx "A" of S.2879 is amended as under -

Delete - 18 Grn Bn, Green 63
Substitute-10 Aust Inf Bn, Green 63

After 1 Aust Div Postal Unit add -

18 Grn Bn, Green 77
1 Fd Cash Office, Black 87
3 Mob Bath Unit, Black 79
50 Div Ord Wkshop, Red over Blue horizontal 76
50 Div Ord Fd Pk, Red over Blue horizontal 83

2. Ack.

for (L.N.HERFORD) Colonel,
General Staff 1 Aust Div.

AMB/MS.

SECRET.

3.3612.

H.Q. 1 AUST. DIV. WAR DIARY
Appx No 22

SUBJECT: SIGNAL COMMUNICATIONS - APPOINTMENTS CODE.

R A A	9 Inf Bde	18 Grn Bn
9 Fd Regt	17 Bn	A S C
10 Fd Regt	16 Bn	9 Fd Amb
12 A Fd Regt	26 Inf Bde	18 Fd Amb
111 A/Tk Regt	10 Bn	21 Fd Amb
R A E	20 Bn	50 Div Ord Wkshop
9 Fd Coy	34 Bn	50 Div Ord Fd Pk
25 Fd Coy	31 Inf Bde	
26 Fd Coy	1 Bn	Copies to Comd
51 Fd Pk Coy	45 Bn	GI
Sigs		AQ
		AMS
		ADOS
		War Diary (2)✓

Ref Sig Tng Pam V Part 1(e) (Aust) 1942.

1. Set out hereunder is Appointment Code No.5 which will be in use throughout 8 Aust Corps for all R/T conversations from 0001/26 and also for use in L/T if and when a danger zone is declared.

	Appointment	Code
(a)	Comd	HUNTER
(b)	G Staff) B.M.) Adjt)	SHOOTER
(c)	AQ Staff) S.C.) Q.M.)	ANGLER
(d)	Intell	ROWER
(e)	Sigs	CLIMBER

2. Only the above appointments will be allotted code names in order that the enemy will not be able to deduce the importance of the HQ concerned by the number of appointments used. Branches and appointments not allotted code words will use the code of the branch to which they are responsible, e.g. SOMF through GS, ADOS, DADM through AQ, etc. The same code word will be used throughout any one Corps, e.g. AA and QMG at Div HQ will have same code name as the QM of a Bn.

3. Any cases of this code becoming lost or compromised will be notified immediately direct to HQ 1 Aust Div.

4. (a) The Appointments Codes are of a highly secret nature. Failure to take adequate steps to safeguard them may assist the enemy in gaining valuable Intn.

(b) When not in use these codes will be kept under lock and key or in the personal custody of a responsible person.

(c) Out of date or unwanted codes will be destroyed by fire.

(d) All current Appointment Codes will bear the reminder - "THIS DOCUMENT MUST NOT FALL INTO ENEMY HANDS."

Major
(H.N.HEREFORD) Col
General Staff 1 Aust Div.

H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 23.

SUBJECT: SIGNAL PROCEDURE

SECRET. 23/4

G.495.

DISTRIBUTION - same as S.3449 and
18 Garr Bn
10 Bn

1. Subtended copy of C.O.-in-C's Sig Instn No.7 is forwarded for information :-

MODIFICATION OF ARMY FORM C2128 (MESSAGE FORM)
AND CONSEQUENT AMENDMENTS TO PROCEDURE

1. The existing arrangements of A.F. C2128 makes no provision for degrees of security of a message. A message may be sent either in clear by any means, or must be enciphered if liable to interception by the enemy, even though such interception is remote.

2. The wording of the two signature spaces at the foot of the message form will therefore be amended to read as follows -

(Left-hand space)	(Right-hand space)
"This message may be sent AS WRITTEN by any means x {except} wireless {.....} Signature.....	"This message must be sent IN CIPHER if liable to interception or to fall into enemy hands. Signature.....

x Originator may delete 'except' and insert 'including'.

3. To cover these amendments the following "Procedure Signals" will be introduced for use over military circuits.

When signed in	Procedure Signal	Meaning
Left hand space with 'except' deleted and 'including' substituted.	----	That the message may be sent in clear by any means.
Left hand space - AS WRITTEN except wireless.	BWC	That the message must be enciphered only if sent by wireless.
Right hand space	LIC	That the message must be enciphered if sent by any method liable to interception.

4. "BWC" and "LIC" will be entered in the call and instructions space and will be signalled.

5. "LIC" replaces "ICW" and the use of this signal will be discontinued forthwith.

SIGNAL PROCEDURE (Contd)

6. The use of "NOTT" will to retained in interservice working only, with the meaning that messages so marked must not be sent by wireless.

---

2. It is pointed out that for the present all wireless traffic will be in cipher.

for (H.M.HETHERD) Col.
General Staff 1 Aust Div.

AHB/KB.

H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 24.

SECRET.

S.3611.

23/6

SUBJECT: SIGNAL COMMUNICATION - R/T CODE.

R A A
R A E
Sigs
A S C

Copies to: G (2)
I (1)
AQ(Z)
A D O S
A D M S
File
War Diary (Z)

letter only.
enclosures held in "IN" Branch
for time being.

Ref Sig Pam V Part 1(a) (Aust) 1942 Sec 30.

1. Enclosed herewith copy of First Aust Army GSI/457 of 10 Jan '42 and copy of Radio Telephony Code "A" consisting of allocation of code names for Coln 1 as shown in Appx I and II of the above pamphlet.

2. This code will be used for R/T from Army HQ down to Div HQ and for lateral comm between Div HQ.

3. The attached code will be used for R/T between Div HQ, Corps HQ and AHQ and for lateral communication between Div HQ's vice from 0001/26.

4. Code allotment of coln 4 referred to in paras 2c and 3c will be forwarded from these HQ's at an early date.

5. Attention is drawn particularly to paras 7 and 8 of the enclosed First Aust Army GSI/457.

(H.N.HERFORD) Col
General Staff 1 Aust Div

H.Q. 1 AUST. DIV.

SECRET

SUBJECT :- R/T Code.

HQ FIRST AUST ARMY
16 Jun 42.
GSI/437.

1 Aust Corps	30	GOC in C)	
2 Aust Corps	50	MGGS)	1
5 Aust Div	10	G(O)	1
BRA	2	G(SD)	1
HQ RAE FIRST AUST ARMY Tps	1	LO	1
CSO	10	CE	1
THURSDAY Is Det	5	A)	
2/1 AL Sec	1	Q)	1
1 AL Sec	1	War Diary	2
9 AL Sec	1	File	2

Ref Sig Tng Pam V Part 1(a) (Aust) 1942 Sec 35.

1. Enclosed herewith are copies of Radio Telephony Code "A" consisting of allotment of code names for Coln 1 as shown in Appx I and II of the above pamphlet.

2. This code will be used for R/T from Army HQ down to Div HQ and for lateral comn between Div HQ.

3. The att code will be brought into use as from 1400 hrs GMT 25 Jun 42 and will remain in force until further notice.

4. For the operation of the code, THURSDAY Is will count as a Div HQ.

5. (a) The following is the allotment of Code colns for use within Divs:-

1 Aust Div	Code	Coln	4
2 Aust Div	"	"	3
3 Aust Div	"	"	3
5 Aust Div	"	"	2
7 Aust Div	"	"	4
10 Aust Div	"	"	2
1 Aust Motor Div	"	"	1
THURSDAY Is	"	"	4

(b) Div and equivalent HQs are responsible for making their own allotment of code names from their appropriate colns for use fwd of their own HQ.

(c) Copies of codes allotted by Div HQs will be fwded to GSI FIRST AUST ARMY for infm. Flanking formations will also be fwded copies of Div codes as required.

(d) In the event of a code within a Div becoming compromised the Div or equivalent HQ concerned will be responsible for making its own reallotment from the same coln already allotted to it.

(e) Divs will be responsible for ensuring that spare lists of allotments are prepared which can be brought into use immediately in the event of loss or compromise.

/6. (a) In rear of.....

6. (a) In rear of Div HQ, allotment of code column 1 as indicated in para 1 will be used for R/T comn between Army, Corps and Div HQs and for lateral comn between Corps and Div HQs.

(b) Army and Corps tps will use R/T code in force between Army, Corps and Div HQ. When att to Div HQ for ops, they will use the code in force throughout that div.

7. Any cases of R/T codes becoming lost or compromised, will be notified by IMMEDIATE Sig to Div or equivalent HQ concerned, which will inform HQ FIRST AUST ARMY. A notification will be sent in a similar manner in the event of R/T code "A" becoming lost or compromised.

8. Security of Codes. These code lists are highly secret documents. Failure to safeguard them may result in valuable infm reaching the enemy. When not in use, these documents must be kept under lock and key or kept in the personal custody of a responsible person. All out of date or unwanted codes will be destroyed by fire. All current R/T codes will bear the prefix "This document must NOT fall into enemy hands".

F.H.Berryman Maj-Gen.
GS FIRST AUST ARMY.

H.Q. 1 AUST. DIV.

THIS DOCUMENT MUST NOT FALL INTO THE HANDS OF THE ENEMY

SECRET

RADIO TELEPHONY CODE "A"

ENCODE

Meaning	Codeword
A. To advance	Chase
Advance	Seal
Aerodrome	Hog
Aircraft	Goose
American	Young
Ammunition	Alligator
Anti-Aircraft	Slow
Artillery	Gorilla
To attack	Roar
Attack	Jackal
B. Battalion	Mouse
Battery	Puppy
Beach	Camel
To bomb	Burrow
Bridge	Stag
Brigade	Colt
BRISBANE	Pig
C. CAIRNS	Stoat
Carrier	Puma
Casualties	Bitch
CDH	Cat
CHARLEVILLE	Elephant
CLONCURRY	Animal
COEN	Doe
Column	Ram
Company	Donkey
Conference	Unicorn
COOKTOWN	Hippo
D. Defence	Deer
To defend	Scamper
Division	Otter
E. Enemy	Tame
F. Force	Buffalo
G. Gun	Buck
H. Hill	Badger
To hold	Sleep
Hostile	Agile
I. Immediately	Jump
J. Japanese	Wild
L. To land	Climb
Large	Royal
M. MACKAY	Bear
Man or Men	Rat
At maximum speed	Stagger
Message	Terrier
To move to	Lumber
To move	Hide
N. Naval vessels	Zebra
NEWCASTLE	Beaver
At normal speed	Prance
O. Objective	Bison
To observe	Eat
To occupy	Hunt
Officer	Panda
To order	Bellow
Order	Antelope
Our own	Crafty
P. Patrol	Cow
Platoon	Rabbit
Position	Dog
Prisoner	Sheep
R. Railway	Tiger
Rapid	Stupid
Rations	Bull
Reconnaissance	Ferret
To report	Chew
Report	Fox
To retire	Smell
River	Calf
Road	Mule
S. To send	Feed
To shell	Spot
Ship	Filly
To shoot	Drink
To sink	Swing
Slow	Fierce
Small	Sure
Squadron	Beast
To stop	Stalk
Stores	Pony
Submarine	Gazelle
SYDNEY	Vixen
T. To take	Canter
Tank	Ox
Track	Lion
Transport	Weasel
Troops	Bulldog
Truck	Goat
V. Valley	Horse
VDC	Marten
Vehicle	Leopard
W. Water	Kitten

THIS DOCUMENT MUST NOT FALL INTO THE HANDS OF THE ENEMY

H.Q. 1 AUST. DIV.

SECRET

RADIO TELEPHONY CODE "A"

DECODE

Codeword	Meaning
A. Agile	Hostile
Alligator	Ammunition
Animal	CLONCURRY
Antelope	Order
B. Badger	Hill
Bark	
Bear	MACKAY
Beast	Squadron
Beaver	NEWCASTLE
Bellow	To order
Bison	Objective
Bitch	Casualties
Bray	
Buck	Gun
Buffalo	Force
Bull	Rations
Bulldog	Troops
Burrow	To bomb
C. Calf	River
Camel	Beach
Canter	To take
Cat	CDH
Chase	To advance
Chew	To report
Climb	To land
Colt	Brigade
Cow	Patrol
Crafty	Our own
D. Deer	Defence
Doe	COEN
Dog	Position
Donkey	Company
Drink	To shoot
E. Eat	To observe
Elephant	CHARLEVILLE
F. Feed	To send
Ferret	Reconnaissance
Fierce	Slow
Filly	Ship
Fox	Report
G. Gazelle	Submarine
Goat	Truck
Goose	Aircraft
Gorilla	Artillery
H. Hide	To move
Hog	Aerodrome
Hippo	COOKTOWN
Horse	Valley
Hunt	To occupy
J. Jackal	Attack
Jump	Immediately
K. Kitten	Water
L. Lean	
Leopard	Vehicle
Lion	Track
Lumber	To move to
M. Marten	VDC
Mouse	Battalion
Mule	Road
O. Otter	Division
Ox	Tank
P. Panda	Officer
Pig	BRISBANE
Pony	Stores
Prance	At normal speed
Puma	Carrier
Puppy	Battery
R. Rabbit	Platoon
Ram	Column
Rat	Man or Men
Roar	To attack
Royal	Large
Rum	
S. Scamper	To defend
Seal	Advance
Shape	
Sheep	Prisoner
Sleep	To hold
Slow	Anti-Aircraft
Smell	To retire
Spot	To shell
Stag	Bridge
Stagger	At maximum speed
Stalk	To stop
Stoat	CAIRNS
Stupid	Rapid
Sure	Small
Swim	
Swing	To sink
T. Tame	Enemy
Terrier	Message
Tiger	Railway
Trot	
U. Unicorn	Conference
V. Vixen	SYDNEY
W. Walk	
Weasel	Transport
Wild	Japanese
Y. Young	American
Z. Zebra	Naval Vessel

H.Q. 1 AUST. DIV.
WAR DIARY
Appx No 26

AUSTRALIAN MILITARY FORCES.

RSD/BM
G.520.

HQ, 1 Aust Div,
HOME FORCES.

25 Jun 42.

Subject: SYSTEM OF VEH MARKING IN WAR.

DISTRIBUTION:		COPIES TO:
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RAE, 1 Aust Div	6	AQ
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9 Aust Inf Bde	4	DADOS
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31 Aust Inf Bde	3	1 Aust Div Tng School
AASC, 1 Aust Div	4	File
ADMS, 1 Aust Div	5	War Diary (2)
1 Aust Div Pro Coy	1	
4 Salvage Unit	1	
3 Mob Lndry & Fwd Decn Unit	1	
Camp, 1 Aust Div	1	
1 Fd Cash Office	1	
18 Grn Bn	1	
10 Aust Inf Bn	1	
105 Mob Bath Unit	1	

1. Further to 1 Aust Div G467 of 22 Jun 42 it is advised that the following amendment has been made -

   Delete - 3 Mob Bath Unit, Black 79

   Sub-
   stitute- 105 Mob Bath Unit, Black 79

2. Ack.

(R.N.HERFORD) Colonel,
General Staff 1 Aust Div.

WAR DIARY H.Q. 1 AUST. DIV. ~~WAR DIARY~~ Appx no 26.

AUSTRALIAN MILITARY FORCES.

DG/DS

G540

HQ, 1 Aust Div,
HOME FORCES.
26 Jun 42.

S E C R E T.

Subject: I AUST DIV INTELLIGENCE SUMMARY NO 27 FOR WEEK ENDED 26 JUN 42.

DISTRIBUTION:		COPIES TO:
RAA, 1 Aust Div	2	2 Aust Corps
RAE, 1 Aust Div	2	NSW L of C Area
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9 Aust Inf Bde	4	2 Aust Div
28 Aust Inf Bde	4	1 Mot Div
31 Aust Inf Bde	3	10 Aust Div
ASC	4	2 Air Liaison Sec
9 Fd Amb	1	FDC
18 Fd Amb	1	GI
21 Fd Amb	1	AQ
1 Aust Div Tng School	1	ADMS
1 Aust Div Provost Coy	1	DAPM
18 Grn Bn	1	War Diary
21 Recce Bn	1	File

..... Enclosed are copies Nos.....of 1 Aust Div Intelligence Summary No 26 for week ended 19 Jun 42.

for (H.N.HERFORD) A H Baker Major Colonel
General Staff, 1 Aust Div.

1. INFORMATION RE ENEMY:

(a) Equipment

(i) Submarines -

It has now been established that the latest Japanese "I" class submarines are fitted to carry "Midget" submarines or aircraft as occasion demands. These submarines have a probable endurance of 1500 miles.

(ii) Aircraft

Zero Fighter - Examination of a burnt out Zero Fighter which crashed at TOVABADA (near PORT MORESBY) about 5 May, revealed that it was equipped with both W/T and blind flying instruments. This definitely refutes the report that no fighter aircraft fitted with this eqpt were sent to this theatre, although it is not yet certain whether the burnt Zero examined is the exception or the rule.

Three separate reports say that at least some Zeros are armed with a tail gun.

German "Goliath" Glider. While no gliders have

yet been reported in this theatre they must always be considered as a possibility in future enemy operations. This new German type is described as a twin-fuselage monoplane with a wing span of 270 ft, and estimated wing area of 7500 sq ft, and an all up weight of 80000 to 90000 lbs. While the machine had not yet been reported in service at the time of the report, its carrying capacity would seem remarkable. It could probably carry 35000 to 40000 lbs in the twin fuselages, which as an alternative, could take 70 men in each, or a total of 140 men.
(First Aust Army Weekly Int Summary No 7)

(b) Tactics:

(i) Submarines

It would appear that apart from enemy submarines in the near coastal waters of AUSTRALIA, there are others spread out well to the East of our Eastern seaboard - in particular between NEW CALEDONIA and the North Island of NEW ZEALAND - which aim both at interrupting comms between the islands and comms AMERICA to AUSTRALIA.

The submarine activity around our coast line coupled with the activity of raiders off the East coast of AFRICA seems to be part of a co-ordinated and well timed attempt to disrupt our sea routes.
(HQ First Aust Army Weekly Int Summary No 7)

(ii) Japanese Air Signals

A white smoke cross over MORESBY was seen on 1 Jun having placed there by fighter aircraft. A short time afterwards, Japanese bombers appeared to fly through the centre of the cross, dropping their bomb-load almost immediately.

COMMENT: Nothing is known of the means of producing the smoke or the purpose of the signal.

However, it may be assumed that this was a signal more than an actual bomb fix, and that possible it was for the purpose of calculating wind and drift. In this regard, we may tentatively list it with the previous Japanese practice of using Verdy lights, wing dips, hand signals, balloons, and landing light flashes; the latter being used in night operations.
(HQ First Aust Army Weekly Int Summary No 7)

(iii) Japanese AA Dispersions

Dispersion arrangement of AA posns around KOEPANG aerodrome shows that the Japanese follow very closely the German policy as outlined in book entitled "Unsere Flak" (Our AA Arty). In general, this recommends that the light guns be located closer in, with the heavies further outside. Preferably, AA should be concentrated to protect the more important targets rather than in a perimeter defence.
(HQ First Aust Army Weekly Int Summary No 7)

(iv) C.W.

Japanese Service Respirator of Recent Design

A source of unknown reliability reports that the Japanese are putting into use a new type of respirator. The facepiece is designed to cover the wearer's ears. Two connecting tubes lead from the facepiece to two separate containers, one of which is coloured yellow and the other khaki. It was further reported that these containers were marked in Roman letter, and that the words appear to be German.

COMMENT: No other reports of such respirator have been received, although possibly the "respirator" may in fact be an oxygen or similar apparatus. The covering of the wearer's ears would afford necessary protection against gases to personnel with perforated ear-drums.

Japanese Methods of Wearing the Service Respirator

Photographs taken up to 1939 showed the alert and worn respirator posns to consist of wearing the container in a haversack over the solar plexus, a webbing strap passing round the waist whilst the sling passed over the head and behind the neck. However, other and more recent photographs depict Japanese tps in action wearing the container, cased in a webbing frog and NOT a haversack, over the small of the back. The container and frog are held in such a posn by several webbing straps. The alert posn is shown to be the container worn in this manner with the long connecting tube brought down the left side of the back and the facepiece encased in a haversack secured over the left hip. The connecting tube enters the haversack from top rear corner (i.e. passes under the flap). In the worn posn, the connecting tube is carried over the left shoulder and the facepiece adjusted as usual - the right shoulder is thus left free for use of a rifle etc. The haversack is not moved from the left hip.
(HQ First Aust Army Weekly Int Summary No 7)

2. OWN TPS

The 18 Garr Bn is now under comd 1 Aust Div and their HQ have moved from BROOKVALE CWLTH and are now at H.R. SYDNEY. 084187.
The 48 Aust Inf Bn is now under comd 1 Aust Div and will form part of the 9 Aust Inf Bde but will NOT move from their present location.

3. TOPOGRAPHY:

Road Report - DARKES FOREST Rd & OLD ILLAWARRA Rd from PRINCES HIGHWAY to LIVERPOOL
(See Appx No 1)

Road Report - Possible exit from BURRAGORANG VALLEY
(See Appx No 2)

" " - New rd from FRENCH'S FOREST to NARRABEEN LAKES.
(See Appx No 3)

Road Block. At map ref BROKEN BAY 15XX5 portion of the A1 road has fallen away through recent rains leaving a width of 12 to 15 ft.

Bridge Report. The bridge over SUGEE BAG creek ref GOSFORD and NORAHVILLE 141753 has been washed away thus blocking the road on the Western side of MANGROVE creek. The road on the Eastern side of the creek, is, however, passable.

A bridge of classification 18 crosses MANGROVE creek at ref G & N 153708. This provides a link between Spencer rd on the western side and GOSFORD on the Eastern side of MANGROVE creek.

Road Report: June PACIFIC HIGHWAY & MT MARSHALL Rd
MT MARSHALL School - Cottage Ref 732547
Rd June Ref 715330 - June TONGARRA Rd
ref 767305.

(See Appx No 4)

Road Report: Vicinity MT MARSHALL Ref 743337 - 738325

See Appx No 5)

5. GENERAL:

Rendition to Japanese of English place names.

To a very great extent, the Japanese use their own rendition of foreign place names. Due to the limitation of the Jap syllabary and the inability of the Japanese to pronounce certain sounds, re-transcription into English of "Japanised" English names sometimes presents difficulty.

In endeavouring to identify a Japanese rendering of an English place-name, the following factors should be considered:

(a) With six exceptions (the letter N and the five vowels) all Jap sounds consist of one (sometimes two consecutive consonants) and one vowel.

(b) There are NO letters "L, V, Q or X"

(c) There is NO "TH" or "SI",

(d) Certain English vowels are rendered into Jap writing by the use of two vowels, e.g. the "CU" of the English word "CUTE" would be rendered as "KIU"

(e) Sometimes the sound of an "R" is achieved by lengthening the preceding vowel e.g. YORK = YO-KU or omitting it e.g. DUNBAR = DUNBA.

(f) "V" sound will vary from "B" to a true "V", e.g. "SOVIET" is often pronounced "SOBIETTO".

(g) "L" is almost invariably pronounced as an "R".

(h) Due to (a) above English words ending in a consonant almost invariably have a vowel added.

NOTE: Obviously a Jap's pronunciation of an English word varies with his association with English people. Some, a few, can sound "L" quite well.

EXAMPLES

English	Japanese
ALBANY	ARU BANI or ORU BANI
YORK	YO-KU
MELVILLE	MERUBIRU or MERUVIRU
DUNBAR	DUNBA
LAURA	RAURA
PORT DOUGLAS	PO-TO DAGURASU
QUEENSLAND	KUINSURANDO
BLACKALL	BURAKKORU
LONGREACH	RONGURI-CHI
DALBY	DARUBI
SINGAPORE	SHINGAPORU
ARMIDALE	ARUMIDE-RU
SOUTH WALES	SAUSU UERUSU
WENTWORTH	UENTO-SU
PETERSBURGH	PI-TA-SUBA-GU
MELBOURNE	MERUBORUN
SYDNEY	SHIDENI

NOTE: In the above, a dash (-) is used to indicate the lengthening of a sound preceding it.

(From HQ First Aust Army Weekly Int Summary No 7)

APPENDIX NO.1.

DARKS FOREST RD. AND OLD ILLAWARRA RD.
FROM PRINCES HIGHWAY TO LIVERPOOL.

Total length 22 miles.

PART I.

Ref. CAMDEN M.S. 1 inch
L'pool M.S. 1 inch.

ROAD:
The DARKS FOREST and OLD ILLAWARRA RD runs from map ref CAMDEN M.S.943706 PRINCES H'WAY to LIVERPOOL.

CLASSIFICATION:
From ref CAMDEN 943706 to ref CAMDEN 898768, B2 (formed). From ref CAMDEN 898768 to ref CAMDEN 925886, C1 (unformed). This classification may appear incorrect but owing to the rocky nature of the unformed surface of the track, only vehicles with high differential clearance can pass over its surface, which even in its present condition would stand up to a good deal of traffic. From ref CAMDEN 925886 to ref L'POOL 952021, B1 (formed).

DESCRIPTION:
The road from ref CAMDEN 943706 to CAMDEN 898768 is formed, being a combination of clay, sand and gravel, in rather good condition and not affected by rain. From 898768 CAMDEN to 925886 CAMDEN, it develops into a C1 track, the surface being unformed consisting of sand, soil and unbroken sandstone rocks, the width being just sufficient for a 3-ton truck to clear trees growing on roadside. The maximum speed along this portion of the road 5 per hour. From ref CAMDEN 925886 to L'POOL 952021 the road becomes formed again and the surface consisting of sand and broken sandstone rocks and having no air cover.

TRAFFIC CAPACITY:
More adaptable to the use of H.T. and tracked vehicles rather than M.T., due to the rocky unformed portion reducing the speed of M.T. down to 5 miles per hour. The road running along the top of a ridge has good drainage and appears unaffected by rains.

GRADIENTS:
Flat through its entire length, having no gradients.

CUTTINGS AND EMBANKMENTS:
Nil.

CULVERTS:
Nil.

FORDS:
There is one ford at ref CAMDEN 898768 (the head of TORRENCE RIVER). This ford would give no difficulty either to M.T. or H.T. even under heavy rainy conditions.

COMMUNICATIONS:
Nil.

SURFACING METAL:
Throughout its entire length sandstone is obtainable for repair or development of the road.

AIR COVER:
Good throughout giving complete cover for vehicles and troops. A great portion of the road is canopied, hiding the road from the air. OLD ILLAWARRA ROAD passing through GREEN HILLS FIELD FIRING RANGE has no air cover at all.

IMPORTANCE:

This road even in its present state must be regarded as a potential danger spot due to the fact that it has direct access to the important Military Establishments at LIVERPOOL, direct access to GEORGES RIVER at LUGARNO ferry crossing, direct access to the rear of CRONULLA peninsula by way of MENAI and the rear of HEATHCOTE. The enemy could use this road to great tactical advantage by engaging and fighting a delaying action with our tps on PRINCE'S H'WAY, APPIN, BULLI and roads through NATIONAL PARK, while its main forces and track vehicles infiltrated by night along this road to cut off our forces from the rear.

PART 2.

ROAD.

DARKES FOREST and OLD ILLAWARRA RDS, from PRINCES H'WAY to LIVERPOOL.

CLASSIFICATION: See part 1.

DESCRIPTION: Vide part 1.

TRAFFIC CAPACITY: Vide part 1.

GRADIENTS: Vide part 1.

CUTTING & EMBANKMENTS: Nil

CULVERTS: Nil

FORDS: Vide part 1.

SURFACING DETAILS: Vide part 1.

AIR COVER: Vide part 1.

TOPOGRAPHY:

The type of country through which this road passes is hilly, undeveloped, wooded, sandstone country, rising steeply from the sea-shore on the eastern side, on the northern and western sides bounded by the GEORGES RIVER. It is portion of a coastal ridge of mountains running along the SOUTH COAST, containing the WONIORA DAM and its catchment area. The road follows the only ridge between L'POOL and the SOUTH COAST as far as BULLI other than the CAMPBELLTOWN, APPIN-BULLI ridge, it is most suitable for engineering purposes for the speedy construction of a good road, having no gradients and no watercourses requiring bridging. This ridge heads the WATERFALL RIVULET, WONIORA RIVER, O'HARES CREEK, PUNCHBOWL CREEK and passes within ¼ mile of the WONIORA DAM.

TYPE OF COUNTRY:

Close and wooded. The ridge itself for the greater part is no more than a mile wide and some places narrows down to ¼ mile.

TIMBER & COVER:

As far as GREEN HILLS firing range the country is well covered with trees and dense undergrowth.

FENCES: Nil

POPULATION: Nil

CULTIVATION: Nil

APPENDIX NO 1 (Contd.)

LANDING GROUNDS:-

The only potential landing grounds, suitable for crash landings are in the GREEN HILLS firing Range area.

DEFENSIBILITY:

Any defense plans for this road would be developed on the narrowness and length of the ridge on which the road runs, and would be laid out against the possible use by the enemy of-

(a) AFVs.
(b) Infiltration by inf.
(c) Paratroop and crash landings by planes in the GREEN HILLS Area

(a) This could be most effectively achieved by the blowing of the ridge at its narrowest point, thus making an anti-tank barrier. For this purpose the narrowness of the ridge is very suitable.

(b) By constant aerial and fighting patrols.

(c) By constant aerial and fighting patrols

Weather rainy, visibility bad.

APPENDIX NO 2

ROAD RECCE

POSSIBLE EXIT FROM BURRAGORANG VALLEY.

Ref Map: BLUE MOUNTAINS - BURRAGORANG TOURIST MAP.

EXITS:

Rd Cox River "T", WENTWORTH FALLS. OBERON stock route via MT WERONG.

GRADIENTS:

Cox R "T", WENTWORTH FALLS gradient 1: 4 to MT HELHONS lookout. OBERON Stock route, steep in parts, but passable.

CLASSIFICATIONS:

Both C2(3).

SURFACE:

Sandstone and soil, bad in wet weather.

MATERIAL FOR REPAIRS:

Sandstone country for repair of rds.

TOPOGRAPHY:

Country hilly, rocky and covered with thick timber.

REPAIRS NECESSARY:

Engrs necessary to clear timber on OBERON Stock route from BLACKHILL ROCKS to MT WERONG, before passable for all MT. Engrs also required to place sandstone on 1: 4 as it is, too rough for passage of low slung vehicles.

WATER: Supplies in WOLLONDILLY and COX Rivers.

APPENDIX NO.3.

ROAD REPORT

NEW ROAD FROM FRENCHS FOREST TO NARRABEEN LAKES.

Ref SYDNEY - BROKEN BAY M.S.Sheets 1" to 1 mile.

M.R.238298 to 248314:
Bitumen surface rd covered with loose gravel. A1 classification.

M.R.248314 to 252323:
Unsealed A2 (A3) rd.

M.R.252323 to 250329:
Unsealed A2 (A3) rd.

M.R.250329 to 247335:
A detour has to be made onto an unsealed track C2 (C3). A bridge is in course of erection across the creek and has been partly destroyed by the recent heavy rains.

M.R.247335 to 249338:
C2 (C3) unsealed rd. A new bridge is being constructed at 247336 and should be complete within a fortnight.

M.R.249338 to 263343:
Unsealed A2 (A3) in classification. At 256338 logs have been washed on to the rd and the rd surface has been slightly damaged.

At M.R.269341:
Detour C2 (C3) unsealed track.

At M.R.273342:
A temporary bridge is in use, but no start has yet been made on any permanent structure.

At M.R.274343:
Unsealed B2 rd. Damage by rain to rd at 274344.

At M.R.274345:
Detour to unsealed track C2(C3) and across creek with bridge marked 5 ton load limit disc at 275346.

M.R.275346 to 284350:
Continue along detour C2 (C3) unsealed track. A new bridge is being constructed at 279348. Present bridge is a narrow concrete structure capable of carrying only 4 tons.

At M.R.284350:
Detour rejoins rd which is A2 (A3) unsealed.

At M.R.285352:
Detour to B2 (B3) rd unsealed.

At M.R.289351:
New rd ends, then is joined by a B1 rd tarred surface.

H.Q. 1 AUST. DIV.

APPENDIX NO 4.

ROAD REPORT.

ROUTE:

June PACIFIC HIGHWAY and MT MARSHALL Rd - MT MARSHALL SCHOOL - COTTAGE Ref 732347 - Rd June Ref 715330 - June TONGARRA Rd Ref 765303.

DISTANCE: 10 miles

DATE OF RECCE: 8/6/42.

REF MAP: KI/MA M.S.

NATURE :

To June 715330 varying width necessitates B1 classification, but remaining stretch into ALBION PK is A1. The road has a loose gravel surface and from 715330 to 721326 is under repair. The steep NORTHERN approach to the ford at 718335 is rough and pitted for approx 200 yds and repair would be difficult.

GRADES:

The road is reasonably level throughout, the only important slope being that mentioned above (vic 718335).

BRIDGES & CULVERTS:

Of upwards of a dozen bridges encountered, only four warrant special mention :-

(i) Ref 781368 - small well constructed rly bridge. Width 15 ft, load capacity - 10 tons.
(ii) Refs 776359 & 775358 - both very solid structures (latter concrete), width 18 ft; load capacity 24 tons.

(iii) Ref 763308 - heavy wooden bridge - span approx 50 yds, width 18 ft; load capacity 24 tons.

The remaining bridges vary in width from 10-15 ft and average load capacity would be 10-15 tons.

FENCES: Road is fenced throughout.

SURROUNDING COUNTRY.

Undulating, sparsely timbered, and in many parts under cultivation.

SUITABILITY FOR MT:

Level nature of sides of road rules out possibility of traffic congestion, but the ford at 718335 and its NORTHERN approach (see "NATURE"), is impassable for MT.

TRAFFIC CONTROL:

This would be necessary at PRINCES H'WAY June Ref 783369, and TONGARRA RD June Ref 765304.

TELEGRAPH & POWER LINES:

The telephone line follows the road for the first 300 yds, (783369-779366) after which it branches NORTH. A line also runs from 758343 to MT MARSHALL PO which is in turn connected to ALBION PK PO.
A high tension power line running into PORT KEMBLA crosses the road at 722342.

APPENDIX NO 4 (Contd.):-

AIR COVER:

Practically nil for both MT and tps owing to open nature of country.

REPAIR MATERIALS: No local source.

DETOURS:

Two only - (1) via YALLAH ALBION PK, then turn-off NORTH at 765304, (2) continue SW at MT MARSHALL SCHOOL (detailed report attached).

DISTANCE:

This road provides an alternate, though longer route to ALBION PK and ROBERTSON and from it at 722342, a track, suitable only for tps, loads over the escarpment.

APPENDIX NO 5.

ROAD REPORT.

ROUTE:

June MARSHALL MT School ref 748337 to ref 734325.

NATURE:

The whole stretch of road between ref 748337 and 734325 is B1 Classification, and has a loose gravel surface.

GRADES:

The road has a downward slope from ref 748337 and then flattens out for the last 400 yards.

BRIDGES:

Ref 738332 small wooden bridge badly in need of repair, which at the present moment has a load capacity of 3 tons.

FENCES: Road is fenced throughout.

TELEGRAPH:

Telegraph line follows the road for the first 500 yds (748337-734325).

SUITABILITY FOR MT:

If bridge was repaired road would be suitable for one line of MT.

SURROUNDING COUNTRY:

Undulating sparsely timbered and in many parts under cultivation.

AIR COVER: This stretch of road has no Air-Cover.

REPAIR MATERIALS: No local source.

- - - - - - - - - - - - - - - -

CWS/MS

WAR DIARY

Appx No 27

H.Q. 1 Aust Div,
HOME FORCES.

29 Jun 42

Subject: CONFERENCE

H.Q. 1 AUST. DIV.

ALL OFFRS.

1. A short conference will be held in ops room 1 Aust Div HQ at 0900 hrs 30 Jun. Duration of conference approx. 10 minutes.

2. Please acknowledge by initialling against your name.

Colonel
General Staff 1 Aust Div.

Colonel Litchfield
Capt. Willis
Capt. Taylor
Lieut. Kelly
Lieut Wilson
Lieut. Robinson
Maj. Kearns
Maj. Turkington
Lieut. McIntosh
Lieut. King (On leave)
Lieut Stage
Lieut Hughen
Capt. Cameron
Lieut. Martin
Lieut. Markeswood

Maj. Singe
Maj. Baker
Capt. Renwick
Capt. Thomas
Lieut. Whetham
Lieut. Robertson
Lieut. Gillespie
Capt. Dunning (on leave)
Capt. Sutton
Capt. Dixon (on leave)
Maj. Black (On leave)
Capt. Day
Lieut. Cooper
Lieut Hennessy

WAR DIARY appx No 27

H.Q. 1 AUST. DIV.

Camp Commandant.

Please arrange to have ALL clerks on the HQ. in Liaison Offrs room "BROUGHTON" at 0930hrs 30 Jun. Colonel Herford desires to address them for a few minutes.

Please ack this by signing and returning.

O

C J Hughes Lieut
for Camp Comdt. 1 Aust. Div.

29/6